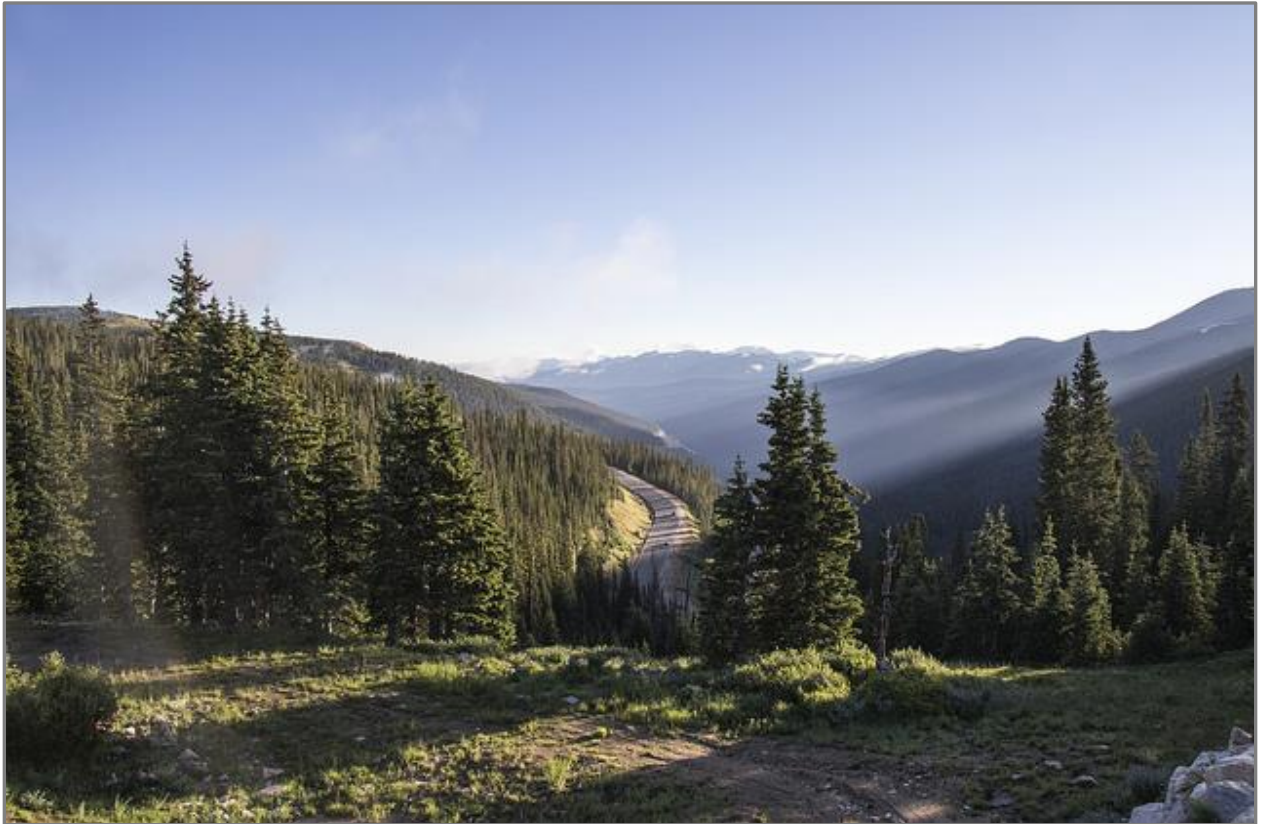


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Colorado
Statewide Transportation Improvement
Program
Fiscal Years 2022 – 2025



Adopted
May 20, 2021

Colorado Transportation Commission



COLORADO
Department of Transportation

Self-Certification

Statewide Transportation Improvement Program

SELF-CERTIFICATION OF THE FY2022 – FY2025 STIP

The Colorado Department of Transportation is responsible for carrying out the statewide transportation planning process. This planning process is carried out in accordance with the following requirements:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- In States containing nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

I hereby certify that the *FY2022 – FY2025 STIP* has met all of the above requirements.



Shoshana M. Lew, Executive Director
Colorado Department of Transportation

May 26, 2021

Date

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Executive Summary

Statewide Transportation Improvement Program

INTRODUCTION

Colorado has a wide-ranging landscape, from rolling plains, 14,000' mountains, to the high desert of the western slope. Diverging characteristics such as these mean that Colorado faces numerous challenges with maintaining its highways and transportation infrastructure. The Statewide Transportation Improvement Program, or STIP, is developed to help address Colorado's ever-changing needs and priorities.

Federal Regulations require State Departments of Transportation to develop a STIP detailing four years of programming for the Department. The STIP contains capital and non-capital transportation projects and programs proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code.

This update of the STIP has been developed per the requirements included in the transportation authorization bill, Fixing America's Surface Transportation Act (FAST Act), which requires a new STIP at least every four years, containing a minimum four-year listing of Federal-Aid Projects, for FHWA and FTA approval. Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by FHWA and FTA. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.

This FY2022 – FY2025 STIP is also linked to the 10-Year Vision for Colorado's Transportation System which contains a specific list of projects categorized across five priority areas: Improving our Interstates, Relieving Traffic, Improving Rural Access Statewide, Rural Paving, and Road Condition and Maintenance. This list informs which projects move into the STIP as funding becomes available. The new STIP will be effective from July 1, 2021 through June 30, 2025 and will include FY2022 through FY2025 for the federally approved STIP.

OVERVIEW

The STIP is only one piece of the overall financial and planning picture for transportation throughout Colorado. The planning and budgeting process begins with the development of long-range transportation plans for each Transportation Planning Region (TPR). The Statewide Plan (SWP) provides a policy link to each of the Regional Plans and sets the goals and strategies for the state to work toward over a 20-plus year planning horizon. Once the long-range plans are developed and projects selected through the planning process, the STIP is developed in order to program the funds needed for those transportation projects. After a project has been included in the STIP, it may be budgeted within the appropriate fiscal year.

STIP development provides a short-term program of projects that the Department plans to initiate or complete within a four-year time frame. The STIP is linked to the long-range SWP with designated planning corridors. The planning corridors detail the goals, objectives, and priorities articulated in the Statewide Plan. The planning corridors are aligned to specific

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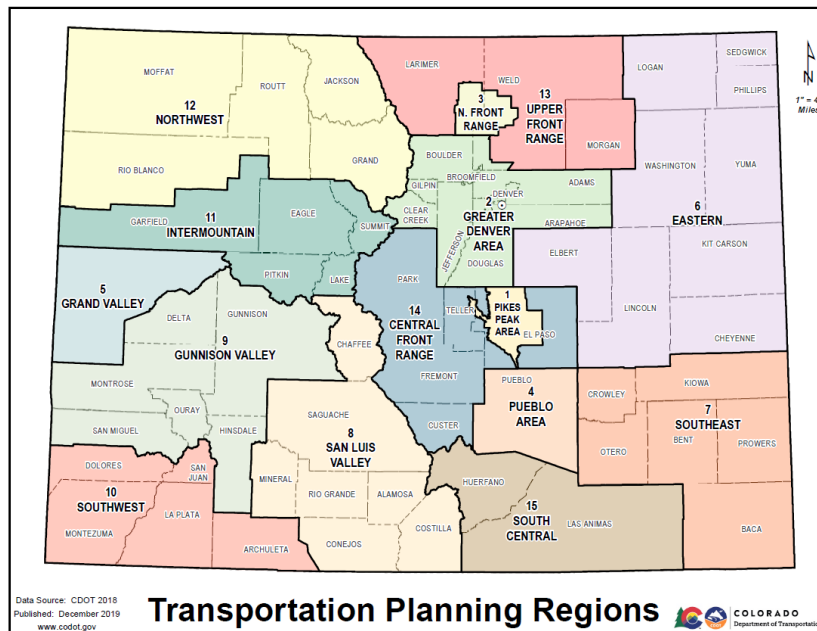
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highway segments throughout Colorado, but cover multi-modal elements that are not restricted to the highway itself. For example, transit routes and bicycle/pedestrian elements can be included in a planning corridor, but may not be located specifically on the highway itself. The SWP is generally updated every four years, along with revenue forecasts and Program Distribution.

STIP development includes detailed discussions with local planning partners, as well as with the rural TPRs and five Metropolitan Planning Organizations (MPOs). The *FY2022 – FY2025 STIP*, will be adopted in the May, 2021, and is a product of the outreach, goals and priorities set with the *2045 Statewide Transportation Plan*, which was adopted in the August, 2020.

STIP DEVELOPMENT

To develop the STIP, CDOT follows an established set of guidelines laid out in the *STIP Development Guidance and Project Priority Programming Process (4P)*. This guidance details the process for setting project priorities, the process for STIP development and adoption, and for public review and comment. A copy of this guidance is included in Chapter 2.

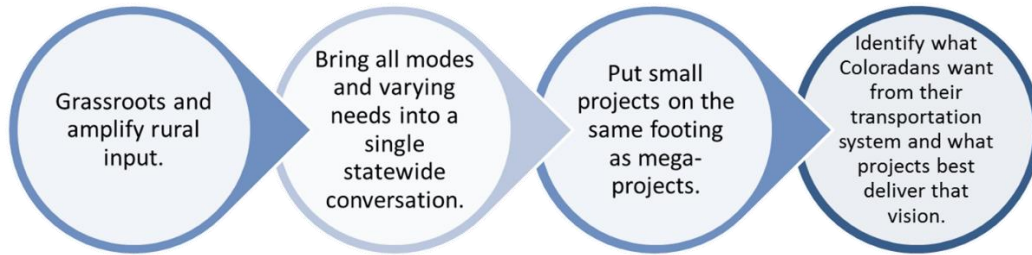


During the 4P, CDOT coordinates with all 15 TPRs, which includes five MPOs. Together, CDOT and the MPOs/TPRs agree upon identified priorities on a regional and statewide level. CDOT Regions conduct county level meetings, TPR meetings, and joint TPR meetings to arrive at a draft list of projects for the STIP. For this STIP update, CDOT Regions met with each TPR and MPO to discuss remaining and ongoing projects for fiscal years 2022 through 2024, as well as those being added for FY2025. These activities occur on an annual basis for each new STIP adoption.

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Planning Process



The GOAL

- A 10-Year Vision for Colorado’s Transportation System, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input

Projects selected for the STIP are required to be consistent with the SWP. In August, 2020, the Transportation Commission adopted the 2045 SWP. The projects selected for the FY2022 – FY2025 STIP are consistent with the goals, objectives, and priorities that are laid out in the 2045 SWP.

The consistency of the STIP and the SWP is achieved in several ways. The 2045 SWP includes goals, objectives, and performance measures for the transportation system. These goals, objectives, and performance measures guide the distribution of resources in Program Distribution and the annual budget. For applicable programs, such as Surface Treatment, Bridge, and Maintenance, funding levels are established based on the estimated funding needed to reach performance objectives. Specific projects for these programs are identified and included in the STIP.

The SWP incorporates Regional Transportation Plans (RTPs) developed by the rural TPRs, as well as the MPO Transportation Plans. The SWP also details goals, strategies and priorities for modal (e.g., transit, bicycle and pedestrian, aviation) and functional (e.g., operations, safety, asset management) components of corridors and projects. The development of the STIP follows the development of the SWP and is informed by the priorities articulated in the SWP.

TIP Development

The five Metropolitan Planning Organizations in Colorado are in urban areas having populations greater than 50,000. Colorado’s MPOs are:

- Denver Regional Council of Governments (DRCOG), comprised of the Denver Metro Area;
- Grand Valley MPO (GVMPO), comprised of Grand Junction and Mesa County;
- North Front Range MPO (NFRMPO), comprised of the cities of Fort Collins, Loveland,

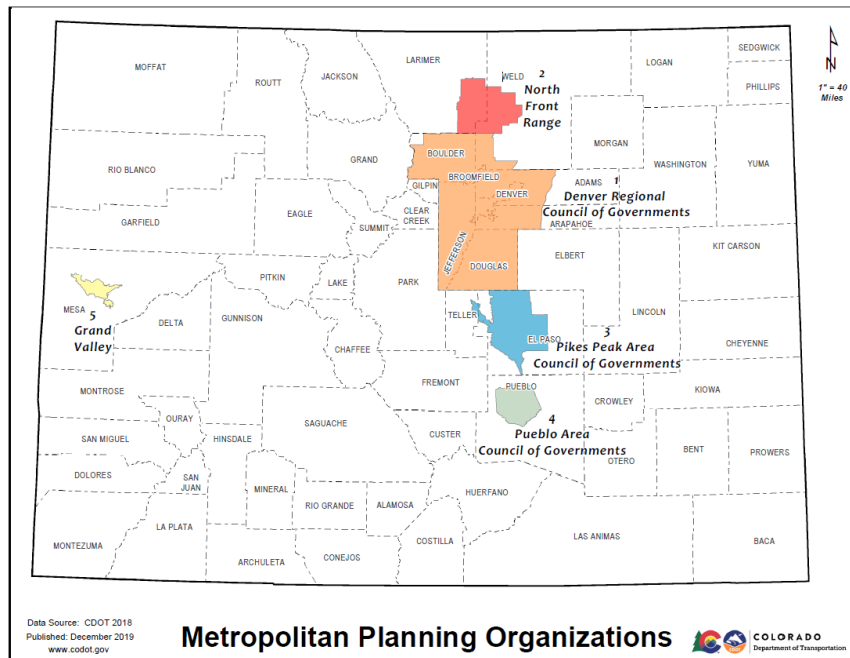
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and Greeley;

- Pikes Peak Area Council of Governments (PPACG), comprised of Colorado Springs metro area; and
- Pueblo Area Council of Governments (PACOG), comprised of the city of Pueblo and Pueblo County.

This map shows where the MPOs are located in Colorado.



Of the five MPOs, DRCOG, NFRMPO, and PPACG are designated as Transportation Management Areas (TMAs), having urban populations greater than 200,000. The TMA designation applies to the entire metropolitan area boundary. These three TMAs must comply with special requirements which may include air quality conformity, congestion management processes, project selection, and project certifications.

Federal regulations require the five MPOs in Colorado to develop Transportation Improvement Programs (TIPs), which comprise the urban portion of the STIP. TIP project selection at the MPO level follows a formal process adopted by each individual MPO. Each MPO uses its technical and policy committees and Boards as a forum for TIP project selection. Public involvement may focus on people living or working within the boundaries of the MPO; however, anyone may participate in and submit comments during the MPO TIP development process. Federal regulations require that the TIPs be incorporated into the STIP without modification. The STIP and the TIPs will show the same projects; however, funding is sometimes shown in grouped totals in a TIP document where it is shown individually in the STIP, or vice versa. The funding totals will be the same. Though each MPO follows its own specific process for TIP development, the projects selected are required to be consistent with their long-range RTPs.

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Since the STIP is now updated annually, Colorado's MPOs have been working through the establishment of processes and timelines to similarly transition to an annual update or semi-annual update cycle. For more information on viewing specific MPO TIPs, please see Chapter 8, Acronym List, page 9.

Tribal TIP Development

Federal regulations also require consultation with Tribal governments when developing the long-range Statewide Plan and the STIP. Colorado has two tribal governments: Southern Ute and Ute Mountain Ute, located in the southwest portion of the state. Each of these tribes has voting members on the Statewide Transportation Advisory Committee (STAC).

The primary source of transportation funding for both tribes comes through Federal Lands. These dollars are used for road and multi-modal improvements on tribal lands. As such, the tribes are required to develop a Tribal Transportation Improvement Program (TTIP) to outline the projects that these federal dollars will be used for.

Currently, there are no tribal funds allocated to projects on the state-managed transportation system. However, a copy of the 2020 Southwest Region TTIP can be found [here](#).

STIP Projects and Programs

Based on federal regulation, and in partnership with the MPOs and TPRs in the state, the FY2022 - FY2025 STIP includes Regionally Significant Projects and STIP Pools. These are defined as:

- A ***Regionally Significant Project*** is a project serving regional transportation needs and of significant scale to be typically included in transportation demand modeling or air quality emissions modeling and identified individually in the STIP.
- A ***STIP Pool*** is an assigned STIP number for grouping projects, typically based on a CDOT funding program, such as Surface Treatment, that may include Non-Regionally Significant projects grouped under that program for inclusion in the STIP.

Some of the STIP Pools correlate to larger projects within a CDOT Region or MPO. For example, the I-25 North project in Region 4 is a Regionally Significant Project, but it also lists the various phases as sub-projects, which are part of the whole, and subsequently makes it a STIP Pool.

Those projects which are identified in a TIP, and determined to be Regionally Significant, will also be included in the STIP. Non-regionally significant projects will be included within STIP Pools.

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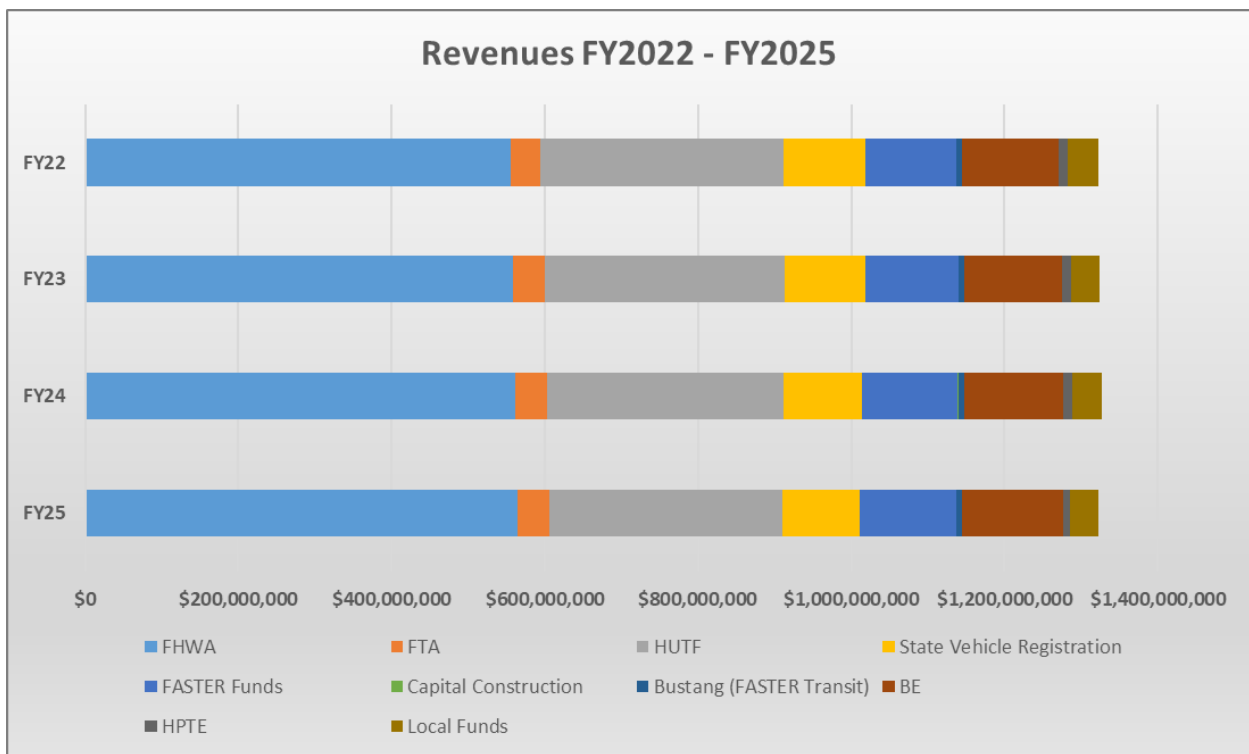
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REVENUE FORECAST and PROGRAM DISTRIBUTION

Long Term Revenue Forecast

At the start of each long-range statewide plan update cycle, revenue forecasts are developed for the years included in the SWP time horizon. For the 2045 SWP, the revenue forecasts will cover the SWP time horizon of 2021-2045. Revenue forecast options are developed based on varying potential future estimates and assumptions. These options are reviewed and discussed with the Transportation Commission and with the Statewide Transportation Advisory Committee (STAC) at meetings that are open to the public. A single forecast option is adopted by the Transportation Commission and used for the developing Program Distribution for the SWP and the 4-year STIP. Program Distribution for the 2045 SWP has not yet been formally adopted, however the Colorado Transportation Commission has adopted various resolutions which speak to the formula components for Program Distribution in Chapter 9.

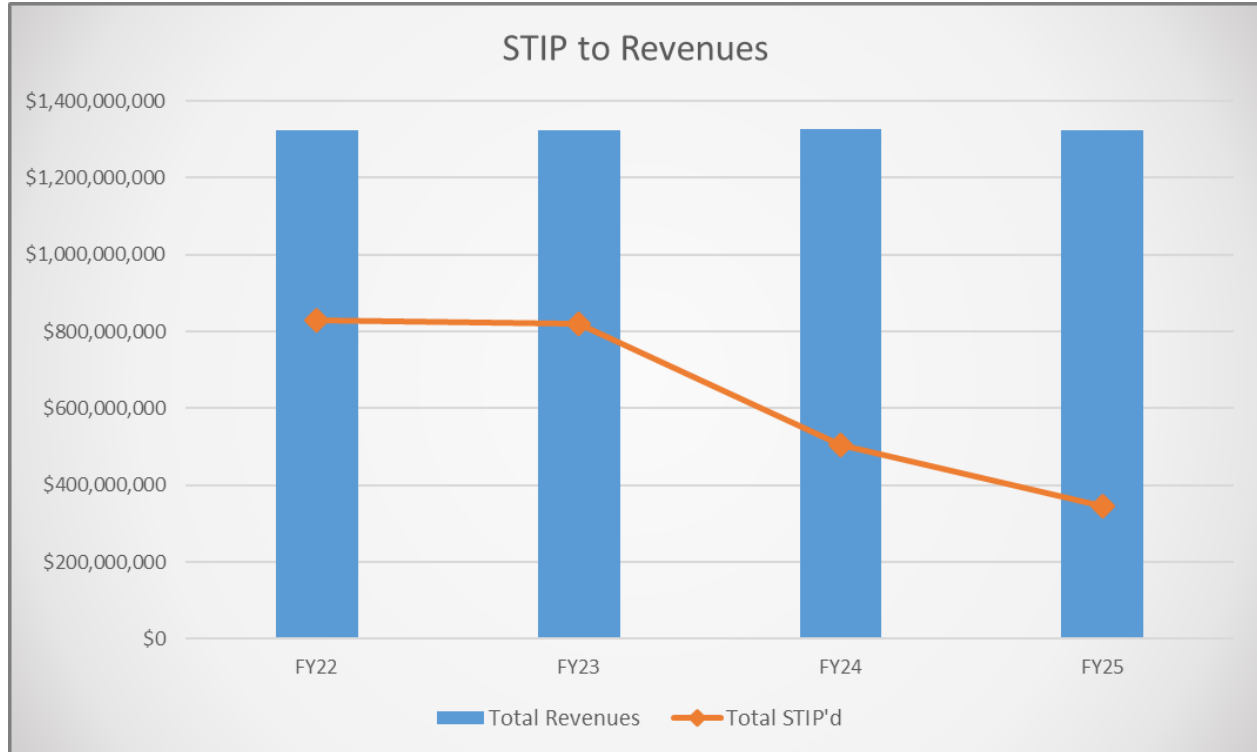
The first graph below illustrates the revenues expected for the FY2022 – FY2025 STIP. These revenues are based on the updated revenue forecasts as of January 2021



The graph on the next page demonstrates the total estimated cost of projects that are currently planned for the four years of the STIP cycle, as compared to expected revenues.

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Funding and Programming

As seen in the graph above, CDOT has programmed approximately \$820 million of projects in FY2022 and FY2023, while revenues total \$1.3 billion. The drop in STIP'd amounts in the last two years is primarily a reflection of projects that have not yet been selected for Asset Management. Though the Asset Management group has determined the necessary treatments across the state, these treatments have not yet been combined to create solid projects at this time. These projects will be filled in throughout the fiscal year.

Program Distribution

Program Distribution is a tool to allocate funds to specific programs that the Department uses to fund transportation programs. Colorado's transportation program is funded through a variety of federal, state, and local revenue sources. Federal law, state statute, and the Colorado State Constitution restrict how the Department can use the various funding sources.

At the beginning of each long-range plan development cycle, CDOT works with its planning partners to re-examine various components of Program Distribution to determine if any factors should be changed or whether new factors should be included. The committee, comprised of CDOT staff, TPR and MPO representatives, and staff from FHWA and FTA offices, looks at revenue sources, formula allocations, and any new legislation that may impact expected revenues.

The committee examines impacts to how revenues come in, such as dwindling gas tax revenues, primarily because the tax is not adjusted for inflation and has not been increased in

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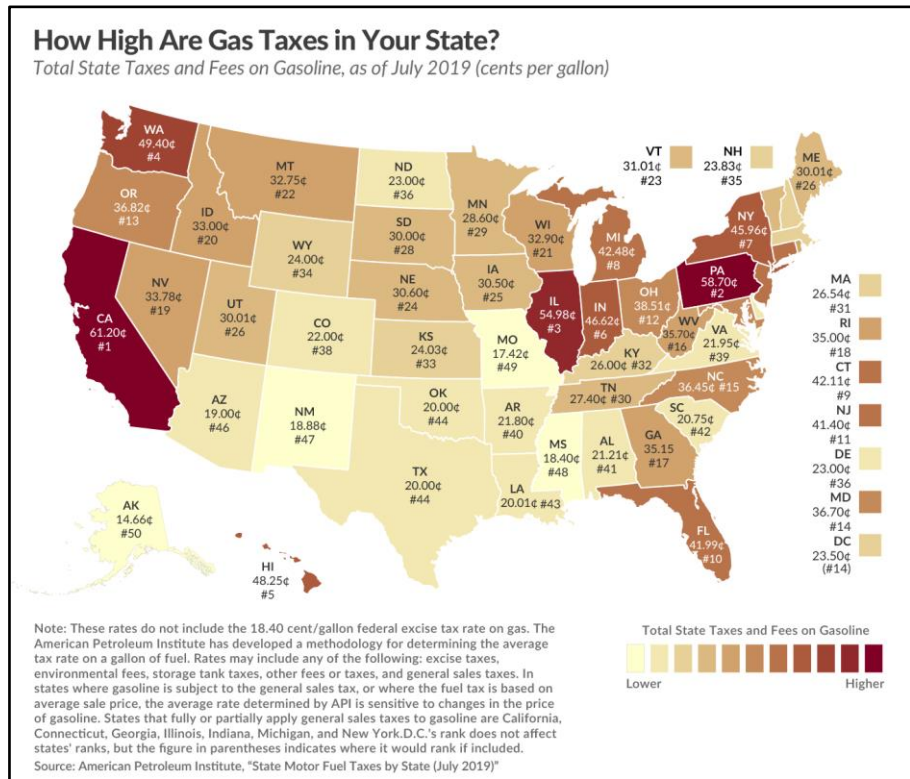
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Colorado since 1991. In addition, improving fuel economy and technology advancements in electric vehicles point to a future need for a new funding mechanism for transportation.

Finally, the committee selects various scenarios to take to the Transportation Commission for use in Program Distribution. The Commission will select a specific scenario and then staff will run the variables through a revenue model to determine the numbers used as planning control totals.

As noted above, and as you can see in the chart to the right, Colorado ranks in the lowest 25 percent for fuel tax revenues. This chart, from the American Petroleum Institute, shows fuel tax rates across the nation, as of July 2019.

Colorado is looking at various options to augment fuel tax revenues, while accommodating a changing landscape with electric vehicles and improved transit systems. Some options may include user fees added to the price of gasoline and diesel fuel, or an additional registration fee on electric vehicles to establish parity with the amount of gas tax paid by drivers who do not own an electric vehicle.



Once the Transportation Commission selects a revenue scenario and control totals are set, Program Distribution can be finalized. Distributions for some programs, such as Surface Treatment and Bridge are based on [Asset Management performance systems](#), allowing CDOT to allocate the funds to the areas where it is needed most. The preceding programs are funded with a mixture of “flexible” FHWA apportionments such as National Highway Performance Program (NHPP) and Surface Transportation Block Grants (STBG) as well as state Highway User Tax Funds (HUTF). Other federal programs, such as Transportation Alternatives (TAP), STP-Metro, and Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement (HSIP) are based on “inflexible” apportionments that must be used for designated purposes per federal authorization act requirements. Below you will find examples of the flexible and inflexible federal programs, with the corresponding CDOT funding programs.

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Flexible or Inflexible	Federal Program Code and Description		Eligible CDOT Funding Programs
Flexible	NHPP	National Highway Performance Program	Surface Treatment; Bridge Program - includes Tunnels, Walls, Culverts; Signals; ADA Curb Program
Flexible	STBG	Surface Transportation Block Grants	Surface Treatment; Bridge Program - includes Tunnels, Walls, Culverts; Signals; ADA Curb Program; transit improvements
Inflexible	BRO	Bridge Off-System	Bridge Off-System – local roadway bridges
Inflexible	TAP	Transportation Alternatives	Transportation Alternatives Program for Statewide and Large MPOs >200,000
Inflexible	CMAQ	Congestion Mitigation and Air Quality	Eligible multimodal activities
Inflexible	HSIP	Highway Safety Improvement Program	Hazard Elimination Program
Inflexible	RRX	Railway Highway Elimination of Hazards	Railroad Crossing Program
Inflexible	NHFP	National Highway Freight Program	FR8 – Freight Program
Inflexible	SPR	State Planning and Research	Funds utilized for planning and research activities at CDOT and with the rural Transportation Planning Regions
Inflexible	MPL	Metropolitan Planning	Funds utilized for planning and research activities at the MPOs
Inflexible	ER	Emergency Relief	Emergency Relief

Many FTA and state programs are tied to a dedicated state or federal funding source. While the Transportation Commission could elect to supplement the funding in these programs with additional funds, or approve limited transfers, in general, the funding level is determined by formula allocation. These programs include:

State or Federal	Program Name and Description	
Federal - FTA	USC 5303, 5304, and 5305	Metropolitan and Statewide Planning and Non-Metropolitan Planning Funds
Federal - FTA	USC 5307	Urbanized Area Formula Grants – Includes CARES Act funding
Federal - FTA	USC 5309	Capital Investment Grant Program
Federal - FTA	USC 5310	Enhanced Mobility for Seniors & Disabled
Federal - FTA	USC 5311	Formula Grants for Rural Areas – Includes CARES Act funding

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State or Federal	Program Name and Description	
Federal - FTA	USC 5312	National Research & Technology Program
Federal - FTA	USC 5337	State of Good Repair
Federal - FTA	USC 5339	Bus & Bus Facilities Infrastructure Investment Program
State	FASTER Safety	FSA – FASTER Safety Mitigation Program
State	FASTER Transit	STL – Transit & Rail Statewide Grants TRG – Transit & Rail Local Grants BUS – Bustang BOP – Bustang Outrider Program
State	BE	Bridge Enterprise
State	HPTE	High Performance Transportation Enterprise

Some programs are primarily Transportation Commission directed programs with funding levels established by the Transportation Commission. These programs include:

Commission Directed	Program Name and Description	
TC	HOT	Hot Spots Program
TC	ITI	Intelligent Transportation Systems Investments Program
TC	SGN	Signals Program
TC	OIM	Office of Innovative Mobility
TC	COR	Congestion Relief Program
TC	RPP	Regional Priority Program
TC	TCC	Transportation Commission Contingency Program
TC	SIB	State Infrastructure Bank

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 RTPs and TIPs. Planning estimates were 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.

Additionally, there are specific programs that are sub-allocated to the three large MPOs, who each have populations larger than 200,000. These programs include CMAQ (Congestion Mitigation and Air Quality); STP-Metro (as part of the larger Surface Transportation Block Grant –STBG program), and the Transportation Alternatives (TA) program. The affected MPOs are DRCOG, NFR, and PPACG. Of note, PPACG meets conformity on PM-10 and Ozone and will no longer receive CMAQ funding.

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Additional information on Program Distribution can be found in Chapter 9. Additional information on the annual CDOT budget, including detailed information about individual funding programs can be accessed on [CDOT's website](#).

Fiscal Constraint and Annual Budget

Once the draft STIP has been developed, CDOT verifies fiscal constraint. Fiscal constraint is the analysis of expected forecasted revenues and the total amount of transportation projects programmed in the STIP against that total. To be constrained, the programmed total cannot exceed the revenues expected. Program Distribution provides the baseline for financial constraint of the SWP, RTPs, STIP, and MPO TIPs by detailing expected revenues and funding distributions to the various transportation programs that CDOT manages.

For Colorado, fiscal constraint is determined for each fiscal year in the STIP. CDOT staff has determined that this FY2022 – FY2025 STIP is fiscally constrained. The graph below shows the summary of the fiscal constraint formula. Further details for the fiscal constraint demonstration may be found in Chapter 5.

Fiscal Constraint	FY22	FY23	FY24	FY25
Total Revenue	\$1,322,921,328	\$1,324,715,388	\$1,326,377,178	\$1,323,224,624
Total STIP'd	\$820,890,000	\$818,816,000	\$505,453,000	\$350,638,000

The Transportation Commission typically adopts the CDOT annual budget in April of each year. The annual budget process results in updated funding levels for programs based on more current revenue information, and updated analysis of system performance and meeting performance objectives. For STIP purposes, the annual budget supersedes the Program Distribution funding levels for the year of the budget. This results in a modification to fiscal constraint. Corresponding changes to projects or programs in the STIP to account for the modified fiscal constraint are made through the STIP Amendment or Administrative Modification procedures, which are explained later in this document.

Advance Construction

After projects are prioritized and programmed into the STIP, they become part of the Construction Program. Projects are then budgeted and submitted to FHWA for authorization and reimbursement. CDOT effectively manages the limited amount of federal transportation dollars it receives by employing Federal Advance Construction provisions on virtually every federally authorized project. Under Advance Construction provisions, CDOT initially budgets projects with state dollars to demonstrate the Department's commitment to the project when requesting FHWA authorization of the project.

Once authorized, these projects may incur expenses and state funds are paid to contractors through the Federal Aid Billing System. Federally eligible expenses are recorded as an accrued

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unbilled receivable in the state's accounting system. These receivables are reviewed on a regular basis by CDOT's Office of Financial Management and Budget (OFMB) staff and, through the federal financial database - Fiscal Management Information System (FMIS) - transactions, they initiate partial Advance Construction "conversion" actions until the federal funds are fully obligated and qualifying expenditures are fully reimbursed to the state by FHWA.

In addition, during the obligation of these projects OFMB prioritizes the appropriate federal program types to utilize the oldest and least flexible apportionments first in order to avoid any potential lapse of funds and ensure full obligation of all Federal funds by Federal fiscal year end.

FEDERAL TRANSPORTATION PERFORMANCE MEASURES AND TARGETS

PERFORMANCE MEASURES FOR HIGHWAY PROJECTS

About 40 percent of projects in the STIP are asset management projects selected through data-driven software and analyses. This approach is a key component of an overall performance- and target-based program required under the Fixing America's Surface Transportation (FAST) Act, the most recent federal transportation funding authorization act.

CDOT's Performance and Asset Management Branch oversees coordination of the Department's asset management program, as well as the development, implementation, and tracking of performance measures.

Safety Targets

In 2015, the FAST Act established rules regarding nationwide performance measures in three areas: safety, asset management, and system performance. These performance metrics would be evaluated on four-year performance periods, starting in 2018, to determine the overall performance of the National Highway System (NHS). The rule required that State DOTs establish targets for each of the performance measures, with MPOs having the option of supporting the state targets or establishing their own. Safety performance measures required target setting activities to be completed first in August 2017, and MPO target setting activities to be completed in February 2018. Safety targets are to be completed annually for the rolling five-year period, with the second target setting activities completed in August 2018.

Since 2014, Colorado has experienced an increase in fatal crashes, which is a disconcerting statistic following the state's 2013 adoption of the "Moving Towards Zero Deaths" initiative. In order to meet the requirements of FAST, CDOT is required to annually set and track targets for Number of Fatalities, Fatality Rate per 100 Million Vehicle Miles Traveled (VMT), Number of Serious Injuries, Serious Injury Rate per 100 Million VMT, as well as Number of Non-motorized Fatalities and Serious Injuries.

The Safety Performance Measures (PM) Rule is one measure included in Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The rule established the process for the CDOT and the MPOs to establish and

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report their safety targets, and the process that FHWA will use to assess whether CDOT has met or made significant progress toward meeting their safety targets over four-year performance periods.

The Safety PM metrics are reported through the Highway Safety Improvement Plan (HSIP), as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. The regulations will improve data, foster transparency and accountability, and allow safety tracking of progress at the national level. These metrics will inform CDOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries.

Safety Performance targets are updated annually, and are based on a 5-year rolling average as required by the Safety PM rule. These targets are the first part of the 4-year performance periods established by the FAST Act to determine significant progress towards performance targets in all performance areas. CDOT established the following of performance targets (based on the rolling averages for 2016-2020):

Safety Performance Measure	2016-2020 Targets	2012-2016 Actuals	2013-2017 Actuals	2014-2018 Actuals
Number of Fatalities (5-Year Average)	618	519.8	554.6	584.6
Fatality Rate per 100 Million VMT (5-Year Average)	1.143	1.058	1.098	1.126
Number of Serious Injuries	3,271	3,168.0	3,094.6	3,090.6
Serious Injury Rate per 100 Million VMT (5-Year Average)	6.075	6.478	6.168	5.982
Number of non-Motorized Fatalities & Serious Injuries	670	541.4	548.6	544.6

CDOT staff continues to ensure the factors within our control are managed as effectively as possible to bring the numbers down – whether through highly effective safety infrastructure projects, targeted safety behavioral campaigns, or implementing new technology that has high potential for crash reduction.

For further information regarding the HSIP program and CDOT’s efforts towards providing a safe transportation system, please refer to the Colorado Strategic Transportation Safety Plan at this link: [COLORADO STRATEGIC TRANSPORTATION SAFETY PLAN](#)

Infrastructure Condition Targets

In addition to targets related to the safety of the transportation system, the federal FAST Act also established rules regarding nationwide performance for the condition of our transportation system assets, specifically the condition of highway pavements and bridges. The rule requires that state DOTs establish targets for six performance measures (four for pavement and two for bridge) in each four-year performance period, but allows Colorado’s MPOs to exercise the option of supporting the state targets or establishing their own. For the first performance period (2018-2021), targets were required to be set by May 20, 2018, with MPOs

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completing their target setting activities on November 15, 2018. Targets for pavement condition of the NHS were revised on October 1, 2020, and MPOs will respond to the new pavement targets on or before March 30, 2021.

Asset condition with Colorado has remained relatively stable since CDOT has adopted an asset management approach to maintain these vital transportation assets. The state FASTER Legislation, passed in 2009, created the Colorado Bridge Enterprise in order to address the poor bridges throughout the state. The enterprise and its subsequent funding stream led to a significant reduction in Colorado’s problematic bridge deck area; however, the number of bridges rated for good bridge deck area has slowly been declining from 55% in 2009 to 42% today. Pavement condition has remained relatively stable during the same time period. Colorado maintains its own internal pavement performance measure, drivability life, which uses the same pavement distresses as the national performance measure for pavement. Pavement condition statewide has remained around 80% high or moderate drivability since 2012. CDOT is currently cross-walking its own internal pavement condition metric with the national performance measures to provide consistent pavement condition forecasting and reporting using both methodologies.

The infrastructure condition metrics are reported biennially to FHWA, which allows it to determine whether the Department is making sufficient progress towards attaining its four-year performance period goals. Additionally, the federal rule has minimum condition levels for interstate pavements and overall bridge deck area condition, penalties of which include reallocating funds to address condition. The department currently is currently under the limits for “poor” interstate pavement and bridge deck area condition.

Infrastructure condition targets are set for the four-year performance period for both two and four years by rule. The state DOTs have the option to update the four-year target in the middle of the performance period. CDOT concluded its target establishment for the first performance period in May 2018, with all MPOs in the state supporting the state targets. Due to improved data and revised forecasts, the state had chosen to update its four-year targets for the pavement metrics. These revised targets were approved by the Transportation Commission and submitted in the state’s mid-period performance report on October 1, 2020. The current targets and data for the infrastructure condition metrics are as follows:

Infrastructure Condition Performance Measure	2-Year Target	4-Year Target	Baseline (2017/18)	2018 Actuals	2019 Actuals
Percent of Interstate System Pavement in Good Condition	N/A	40%	44.7%	44.3%	46.5%
Percent of Interstate System Pavement in Poor Condition	N/A	5%	0.3%	2.5%	2.7%
Percent of Non-Interstate NHS System Pavement in Good Condition	50%	40%	42.6%	42.3%	41.5%
Percent of Non-Interstate NHS System Pavement in Poor Condition	1%	5%	1.0%	3.0%	3.1%

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Percent of NHS Bridge Deck Area Classified in Good Condition	44%	44%	48.8%	48.8%	46.4%
Percent of NHS Bridge Deck Area Classified in Poor Condition	4%	4%	3.8%	3.8%	6.1%

System Performance/Freight Movement/CMAQ Targets

System Performance was addressed within the published rulemaking concurrently with infrastructure condition. For measures apprising the reliability of the system and of freight movement, and the performance of the Congestion Mitigation and Air Quality Program, the rule established a four-year performance period, in which the state DOTs would establish two- and four-year targets for most measures. Within the CMAQ measures, targets are required for any state in nonattainment or maintenance for CMAQ pollutants, with an additional two measures requiring a joint target with MPOs that have urban areas over 1 million in population and in nonattainment or maintenance for CMAQ pollutants.

CDOT has been making investments in low-cost, high-value solutions to improve the reliability of the state highway system through operational improvements including ramp metering, deployment of ITS devices, coordinated winter operations, P3 partnerships for expansion projects through the High Performance Transportation Enterprise (HPTE), and expanding traffic operations. For the performance of the CMAQ program, CDOT has been coordinating with our local partners and the Regional Air Quality Council to develop standard guidelines for reporting accurate emission reduction benefits from CMAQ funded projects.

The system performance metrics are reported biennially to the FHWA which allows FHWA to determine whether the Department is making sufficient progress towards attaining its four-year performance period goals.

The system performance targets are set for the four-year performance period for both two and four years by rule. The state DOTs have the option to update the four-year target in the middle of the performance period. CDOT concluded its target establishment for the first performance period in May 2018, with all MPOs in the state supporting the state targets. No targets for the system performance metrics were adjusted for the mid-period progress report. The current targets and data for the system performance metrics are as follows:

System Performance/Freight Movement/CMAQ Measure	2-Year Target	4-Year Target	Baseline (2017/18)	2018 Actuals	2019 Actuals
Percent of Person Miles Traveled on the Interstate System that are Reliable	81%	81%	80.7%	77.8%	78.8%
Percent of Person Miles Traveled on The non-Interstate System that are Reliable	N/A	64%	N/A	86.5%	87.6%
Truck Travel Time Reliability Index (TTTR)	1.50	1.50	1.37	1.38	1.45
Annual Peak Hours of Excessive Delay for the Denver-Aurora Urbanized Area	N/A	54	N/A	18.9	16.9

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Percent of Non-Single Occupancy Vehicle (SOV) Travel for the Denver-Aurora Urbanized Area	24%	25%	23.9%	24.2%	24.7%
Total Emissions Reduction Benefit for Volatile Organic Compounds [VOC] (kg/day) from CMAQ Funded Projects	86	105	672.78	100.09	187.57
Total Emissions Reduction Benefit for Particulate Matter, 10 Micrometer or Greater [PM10] (kg/day) from CMAQ Funded Projects	31	152	590.92	34.13	53.32
Total Emissions Reduction Benefit for Carbon Monoxide (CO) (kg/day) from CMAQ Funded Projects	1,152	1,426	9,998.72	1152.51	1,695.17
Total Emissions Reduction Benefit for Noxious Oxides [NOx] (kg/day) from CMAQ Funded Projects	86	105	1,663.53	289.63	541.37

Asset Management Plan

FHWA requires state DOTs to create risk-based [Transportation Asset Management Plans](#) (TAMPs). CDOT voluntarily published its first asset management plan in 2013, followed by an "initial" TAMP required by FHWA in 2018. The Department published its completed TAMP in summer 2019, per FHWA requirements. The document includes discussion of federally required targets for NHS pavements and bridges.

CDOT uses a performance-based approach to select and prioritize projects for its asset-management program. The process for performance-based project selection and prioritization begins with an annual budget-setting session of the Department's Transportation Asset Management Oversight Committee (TAMOC). The committee views projections of asset performance under various funding scenarios for 12 different asset classes. Using these projections and related data, they then decide the optimal way to distribute CDOT's asset management funds among the asset classes. The recommended distribution then goes to the Transportation Commission, which decides whether the recommendations become official asset planning budgets.

Given these planning budgets, CDOT's asset management software recommends which treatments provide the biggest cost-to-benefit value for improving the performance/condition of the transportation system. CDOT's asset managers use the software's recommendations, along with engineering judgment, the needs of CDOT's Engineering Regions, and other data, to begin compiling their final treatment lists for a given year.

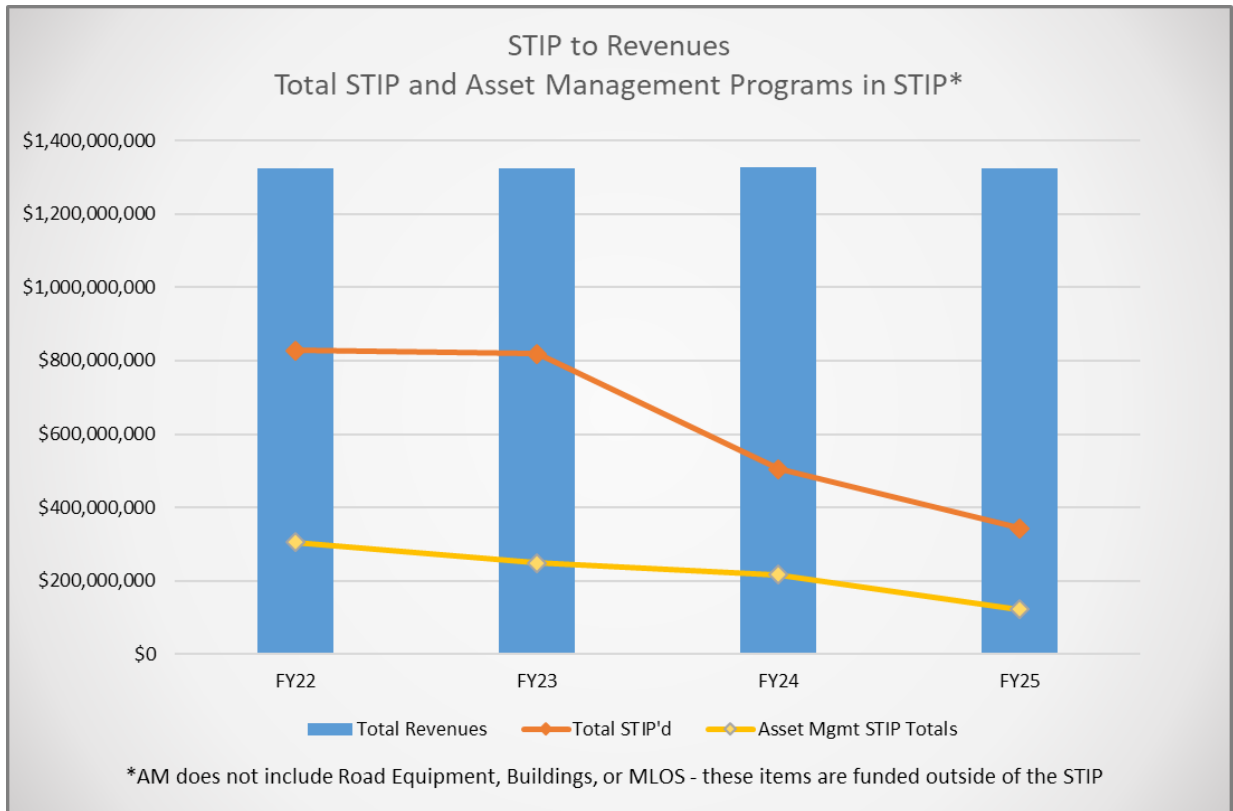
The treatment lists for any given year are incorporated into a rolling, four-year program of asset management treatments. These treatments form the nucleus of projects that CDOT intends to deliver for asset management and other programs. An update to the list is developed every year and communicated throughout the Department and to CDOT's planning partners. The program forms a major component of projects that will go into CDOT's Statewide Transportation Improvement Program (STIP). Projects in the STIP can include asset

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management treatments that have been bundled with other projects, or as standalone projects.

The table below depicts how Asset Management programs comprise approximately 40 percent of total STIP'd projects. Funding for Maintenance Levels of Service (MLOS), Buildings, and Road Equipment totals are not reflected in the STIP. These items are funded outside of the STIP with other Administrative and Operating costs for the Department.



Linking Investment with Achieving Performance Goals

CDOT allocates revenues into seven major investment categories. These categories are Capital Construction, Maintenance & Operations, Multimodal Services, Suballocated Programs, Other Programs, and two enterprises (Colorado Bridge Enterprise and the High Performance Transportation Enterprise). Each of the Department's programs falls into one of these categories, from which the program of projects is developed in consultation with the Department's local partners, the public, and through the development of the Department's 10-year strategic pipeline of projects.

The FY22-25 STIP contains projects within these investments that contribute toward achievement of objectives for safety, asset management and mobility goal areas. This translates into improving performance in the goal areas outlined within the FAST Act. Additionally, CDOT

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continues to develop models to forecast the relationship of current investment (which includes projects within this STIP) to achievement of goals within the FAST Act. The table below indicates how each investment category in the FY22-25 STIP contributes toward achievement of performance goal areas indicated within the FAST Act.

CDOT Investment Category	FY2021 Allocation	FAST Act Performance Area					
		Safety	Pavement Condition	Bridge Condition	Reliability & Freight	CMAQ	Transit
Capital Construction	\$973.6 M	X	X	X	X		X
Maintenance & Operations	\$368.9 M	X	X	X	X		X
Multimodal Services	\$70.1 M	X			X		X
Suballocated Programs	\$224.1 M	X	X	X	X	X	X
Other Programs	\$25.1 M	X	X				
Colorado Bridge Enterprise	\$120.9 M	X	X	X	x		X
High Performance Transportation Enterprise	\$22.6 M	X	X	X	X		X

PERFORMANCE MEASURES FOR TRANSIT

The federal FAST Act has established rules regarding performance-based planning for transit, originating from 49 USC 5303-5305, implemented by FTA Asset Planning rules 49 CFR Parts 625 and 630, and guided by FTA Circular 8100.1D on State Planning & Research Grants. CDOT has also adopted transit performance measures around mobility and asset management in its Policy Guiding Statewide Plan Goals and Objectives (PD 14.0).

Mobility

The mobility goal area includes transit measures and objectives in the areas of environmental impact and multimodal options. The goal area is intended to be achieved from 2021 to 2030.

Area	Measure	Objective
Environmental Impact	Percent and quantity of state transit fleet that are zero-emission vehicles (ZEV)	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in the state's 2020 Electric Vehicle Plan to convert the state transit fleet to 100% ZEV by 2050, with an interim target of at least 1,000 ZEVs by 2030.
Multimodal Options	Bustang bus service ridership	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY2020-21 and grow it 5% per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the

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		month, with a FY2018-19 total annual ridership of 238,000 riders.
Multimodal Options	Unlinked transit passenger trips for small urban and rural transit agencies	Increase unlinked passenger trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.

Progress Toward Achievement of Objectives

CDOT is undertaking efforts around the environmental impact goal area and transit performance. Currently, CDOT is working on a Transit Electrification Roadmap, in tandem with other key stakeholder agencies around Colorado, focused on greenhouse gas reduction planning. While CDOT will provide leadership, education, and technical assistance about transit electrification and zero emission vehicles, transit agencies will play the central role in adopting new vehicle technologies when and where they make sense for their organizations and riders.

Unlinked passenger trips (UPT) for small urban and rural transit agencies is measured using data reported to the National Transit Database (NTD). Between 2018 and 2019, unlinked passenger trips increased from 15.9 million to 18.1 million. The NTD Report Package for 2020 is due on April 30, 2021, so 2020 ridership data is not available as of the time of this writing. Due to COVID-19 related service shutdowns and changes to the way agencies handled collecting fares and/or counting passengers, CDOT and FTA anticipate decreased ridership in 2020.

Asset Management

This goal area includes small urban and rural agency assets as well as CDOT-owned transit assets. The Performance measures and objectives referenced were those established by the FTA in its 2016 Transit Asset Management (TAM) Rule and incorporated into the 2018 Colorado DOT Transit Asset Management Group Plan (Group TAM Plan). The Group TAM Plan covered a four-year planning horizon (2018-2022) and identified three broad capital asset categories and the related Performance Measures, per 49 CFR 625.43. CDOT-owned rolling stock is not currently subject to the FTA's TAM Rule but will be measured using FTA performance measures for consistency in tracking and reporting.

State of Good Repair (SGR) Performance Measures and Objectives for Capital Assets			
	Asset Category	Measure	Objective
Small Urban and Rural Assets	Rolling Stock	The percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB). ULB is the age at which an asset has reached the end of its economic useful life, specified in terms of asset age, mileage, and/or other factors	Less than or equal to percent performance calculated by FTA for RY2019
	Equipment	The percentage of service and maintenance vehicles (non-revenue) that have either met or exceeded their ULB	N/A
	Facilities	The percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale	Less than or equal to percent performance calculated by FTA for RY2019

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Bustang & Bustang Outrider Assets	Rolling Stock	The percentage of revenue vehicles within an asset class that have either met or exceeded their (ULB).	No more than 10%
	Facilities	To be determined and incorporated in the future	N/A

State of Good Repair Targets and Performance

CDOT, as the Sponsor of the Group TAM Plan, is responsible for setting and reporting unified performance targets for assets within each asset category (called asset classes) on behalf of the Group TAM Plan participants. State of Good Repair (SGR) Targets are a measure of the percent of assets in each class that are beyond a state of good repair following the program year’s replacements. In order to streamline annual performance reporting to the Transportation Commission, PD 14.0 established that the performance calculated by NTD for Report Year 2019 will be used as the baseline performance for annual reporting. Staff will continue to set performance targets at the end of each report year in NTD.

Progress Toward Achievement of Objectives

For the purposes of PD 14.0, Staff will focus its performance reporting on asset classes that CDOT influences with its pass-through funds. CDOT has had a practice for several years of prioritizing pass-through funds on vehicles/projects with Americans with Disabilities Act (ADA) accessibility. In 2019, such vehicles made up around 93% of the small urban and rural agency asset fleet, but there are several asset classes tracked in NTD that, for a variety of reasons, CDOT does not help fund. Project selection and funding decisions are based on a capital call process, wherein the eligibility of applicants and project types are examined against criteria for each funding program, and specific projects are analyzed for their eligibility, scored, and balanced within the overall pool of applications. Staff are exploring ways they can create a more comprehensive methodology, in order to connect the project selection process and the asset and performance management process more effectively.

The NTD Report Package for 2020 is due on April 30, 2021, so 2020 performance calculations are not available as of the time of this writing. Performance within the asset classes impacted by CDOT’s pass-through funds – those funds that CDOT relays onward to individual transit recipients - are highlighted in gray in the table below. In 2019, overall progress was made in the SGR of the small urban and rural asset fleet.

Small Urban & Rural Agencies: Percent (%) of Asset Class Beyond SGR				
Asset Category	Asset Class	2018 Performance	2019 Performance	Total # of Assets
Rolling Stock / Revenue Vehicles	AB – Articulated Bus	66.67	0.00	1
	AO – Automobile	26.67	21.43	48
	BR – Over-the-road Bus	16.67	17.95	41
	BU – Bus	19.05	24.81	444
	CU – Cutaway	26.09	24.61	317
	MV – Minivan	36.61	23.85	142
	OR – Other	13.04	12.50	24

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	SB – School Bus	100.00	100.00	1
	SV – Sports Utility Vehicle	50.00	40.00	10
	TR – Aerial Tramway	83.82	83.82	68
	VN – Van	12.84	13.79	144
Equipment	Automobiles	60.98	63.64	43
	Trucks and Other Rubber Tire Vehicles	9.52	14.29	41
Facilities	Passenger/Parking Facilities	3.20	2.78	43
	Administrative/Maintenance Facilities	9.52	8.89	46

PUBLIC REVIEW AND ADOPTION OF THE STIP

Public Involvement

The draft STIP document is released for public review and comment for a minimum of 30 days and includes a public hearing with the Transportation Commission. Any comments received during this period are incorporated, where appropriate, into the STIP prior to final adoption by the Commission. Once the STIP is adopted, it is forwarded to FHWA and FTA for final approval.

Copies of the draft STIP are made available on the CDOT website:

<https://www.codot.gov/business/budget>. In addition, an e-mail notification is sent to those people who have requested such notification for STIP development and amendment matters. Currently, there are over 700 recipients of this information. Public notices are also placed in local newspapers and county clerk offices. Written comments can be submitted via mail, e-mail, or through the CDOT website.

From June, 2019 through the Spring of 2020, CDOT conducted multiple public meetings with each county and each Transportation Planning Region across the state to gather input on the various needs and priorities for each area. The information gathered has been used to determine the Goals and Strategies for the Statewide Plan, as well as select the projects for the 10-Year Vision for Colorado’s Transportation System, and ultimately, this STIP document.

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A summary of the meetings and the information gathered is depicted in the graphics below.

Your Transportation Plan: The Home Stretch

Travel across Colorado is changing. Our population is growing, traffic is getting worse and we need to take care of the transportation system we have while also planning for future needs. With this in mind, CDOT is developing Your Transportation Plan, a fresh look at Colorado's transportation investment priorities – and we need your help. How does transportation impact your life? What changes can be made to help you get where you need to go? What should CDOT be paying for and why?

With your help and input, CDOT can create a transportation system that provides connection, choice and a Colorado for all.

WHERE WE'VE BEEN



WHO WE'VE REACHED



WHAT WE'VE HEARD | Statewide

Highest Priority Transportation Trends & Issues
See reverse for priorities listed by region



Source: 2019 Your Transportation Plan MetroQuest Online Survey

WHY PROVIDE INPUT?

- Public input is a vital piece of information to develop the next 10-year pipeline of statewide projects.
- Public input also feeds into more localized, regional transportation plans.
- In addition to a near-term 10-year project pipeline, CDOT will develop a long-term plan with investment priorities through 2045.

DON'T MISS YOUR CHANCE!

You can provide ideas and input through the end of August 2019 to influence Your Transportation Plan.

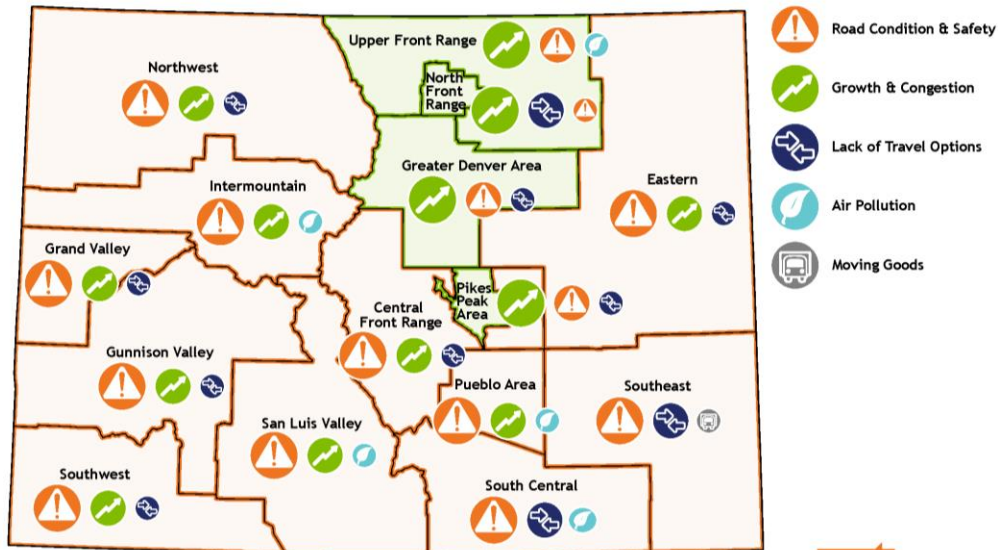
Take the online survey, engage with CDOT in-person at meetings and pop-ups across the state, or join a regional telephone town hall from the comfort of your home.

Access the survey and learn about all the upcoming opportunities at: YourTransportationPlan.com



WHAT WE'VE HEARD | By Region

Highest Priority Transportation Trends & Issues
In priority order from large to small. Icon size



Source: 2019 Your Transportation Plan MetroQuest Online Survey



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During development of this FY2022 – FY2025 STIP, CDOT Region Planning staff met regularly with their TPRs and also with County officials in their areas. Additionally, staff met monthly with the TPRs and MPOs at the Statewide Transportation Advisory Committee (STAC) meeting and the Statewide MPO meeting. These meetings allow communication amongst all of the TPRs and MPOs with CDOT and other planning partners. Discussions range from planning issues to funding to environmental concerns for the state.

Public Hearing and STIP Adoption

In addition to public involvement activities, the Commission conducts a public hearing to present information and to receive public comments on the draft STIP at the CDOT Headquarters Auditorium, during a regular Commission workshop or meeting. This allows the public another forum and opportunity to voice any concerns or submit comments on the draft STIP prior to its adoption. Any comments received are summarized for the Commission. Details regarding the public process can be found in Chapter 10.

After the public review and comment period closes, the Commission takes action to adopt the STIP. Once adopted by the Commission and approved by both FHWA and FTA, the FY2022 - FY2025 STIP will go into effect on July 1, 2021 and remain in effect to June 30, 2025.

AMENDING THE ADOPTED STIP

Once adopted and approved, the STIP may be amended as needed. CDOT has developed amendment guidelines to provide consistency across the CDOT Regions. There are three types of changes that apply to the STIP: STIP Amendments, Administrative Modifications, and TIP Amendments and Modifications. Each type of change has a different set of criteria and requirements.

Adding a year to the STIP to maintain the four official STIP years recognized by FHWA and FTA constitutes a STIP update and will require re-adoption of the STIP by the Transportation Commission, and approval by FHWA, and FTA. This process typically takes place during the spring of each calendar year with the new STIP taking effect at the beginning of the state fiscal year on July 1.

STIP Amendment

A STIP Amendment is any major change to a Regionally Significant project, including addition to or deletion from the STIP, major change to cost, initiation dates, or scope, or a major change to STIP Program amounts or revenues. This type of change requires public review, re-demonstration of fiscal constraint and Transportation Commission approval. Once the STIP amendment is approved by the Commission, it is forwarded to FHWA and FTA for their concurrence.

STIP Amendments will be processed as needed; however, STIP Amendments themselves occur rarely, due to the fact that most of the major transportation projects in Colorado are located

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within MPO boundaries. This means that the MPO will process an amendment to their TIP, and CDOT will then include the change administratively in the STIP after the MPO has adopted the change.

Administrative Modification

A STIP Administrative Modification is any minor change to a Regionally Significant project, including a minor change to cost, initiation dates, or scope, or a minor change to STIP Program or Regional Sub-Program amounts. This type of change does not require public review, re-demonstration of fiscal constraint, or Transportation Commission approval. Administrative Modifications occur on an as-needed basis.

Changes to Non-Regionally Significant projects constitute neither a STIP Amendment nor STIP Administrative Modification. Program Lists identify the Non-Regionally Significant projects included within STIP Programs or Regional Sub-Programs.

TIP Amendments

A TIP amendment to a Regionally Significant project or to a STIP Program or Regional Sub-Program is processed as either an Amendment or Administrative Modification, depending on guidance set in place by the MPO where the project is located. All Amendments and Administrative Modifications processed by an MPO are then incorporated administratively into the STIP.

Reconciliation of the STIP

The Department consults with the FHWA, FTA, and MPOs as needed to reconcile the STIP, to show updated project and program information, as well as to verify that fiscal constraint has been maintained. Quarterly fiscal constraint reports are posted on the CDOT [website](#).

During the past year, CDOT worked with the MPOs to update the STIP Amendment guidelines. The guidelines now incorporate procedures to ensure open communication between CDOT and its planning partners, especially with regard to matching STIP project information with TIP information. CDOT staff now meets regularly with MPO staff to verify and validate projects for both documents, including transit and multi-modal projects.

Detailed information regarding the amendment and modification process may be found in Chapter 3.

STIP ACCOMPLISHMENTS and MAJOR PROJECTS

One of the primary purposes of the STIP is to provide transparency to the public for transportation projects across the state. More than just a list of projects, the STIP provides a bird's eye view of how vital a cohesive transportation system is for the movement of people and goods within and through Colorado. As we close out the *FY2021 – FY2024 STIP* it is important to note the accomplishments made during this STIP cycle.

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Below are highlights from a few of the major projects and initiatives currently underway in Colorado.

Central 70 – Reconstructing the I-70 Viaduct through Denver and Aurora

I-70 through Denver was completed in 1964 and over the decades, has grown to be the state’s critical central east-west transportation corridor. Central 70, between I-25 and Chambers Road, is one of Colorado’s economic backbones. The I-70 Viaduct segment, located between I-25 and Colorado Blvd, carries approximately 200,000 vehicles a day and is well past its design life. This facility has been the subject of extensive public involvement through the development of an Environmental Impact Study, which includes design and financing options.

The Project

CDOT began construction to improve the viaduct segment in August 2018. The current viaduct will be removed and the highway between Brighton Blvd. and Colorado Blvd. will be rebuilt below grade. A 4-acre park cover will be placed over a portion of the depressed section of the highway to reconnect local neighborhoods by providing a new community space. The project includes the addition of one Express Lane in each direction between I-25 and Chambers Road to address congestion as well as overall safety enhancements along the corridor. Construction will be completed in 2022.

Project Funding

The total project cost is estimated at \$1.2 billion.



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I-25 North – Denver Union Station to SH14

The North Interstate 25 (I-25) Corridor Project is a 61-mile corridor that extends from Denver north to the Fort Collins/Wellington area. Improvements to the corridor are needed to enhance mobility, provide modal alternatives, correct geometric deficiencies, improve safety and accessibility, and replace aging and obsolete infrastructure. The project extends across the boundaries of the Denver Regional Council of Governments (DRCOG) Metropolitan Planning Organization (MPO), the Upper Front Range (UFR) Transportation Planning Region (TPR), and the North Front Range Metropolitan Planning Organization (NFRMPO). See Figure 1-1 for a general project location map.

Figure 1-1 Project Location Map



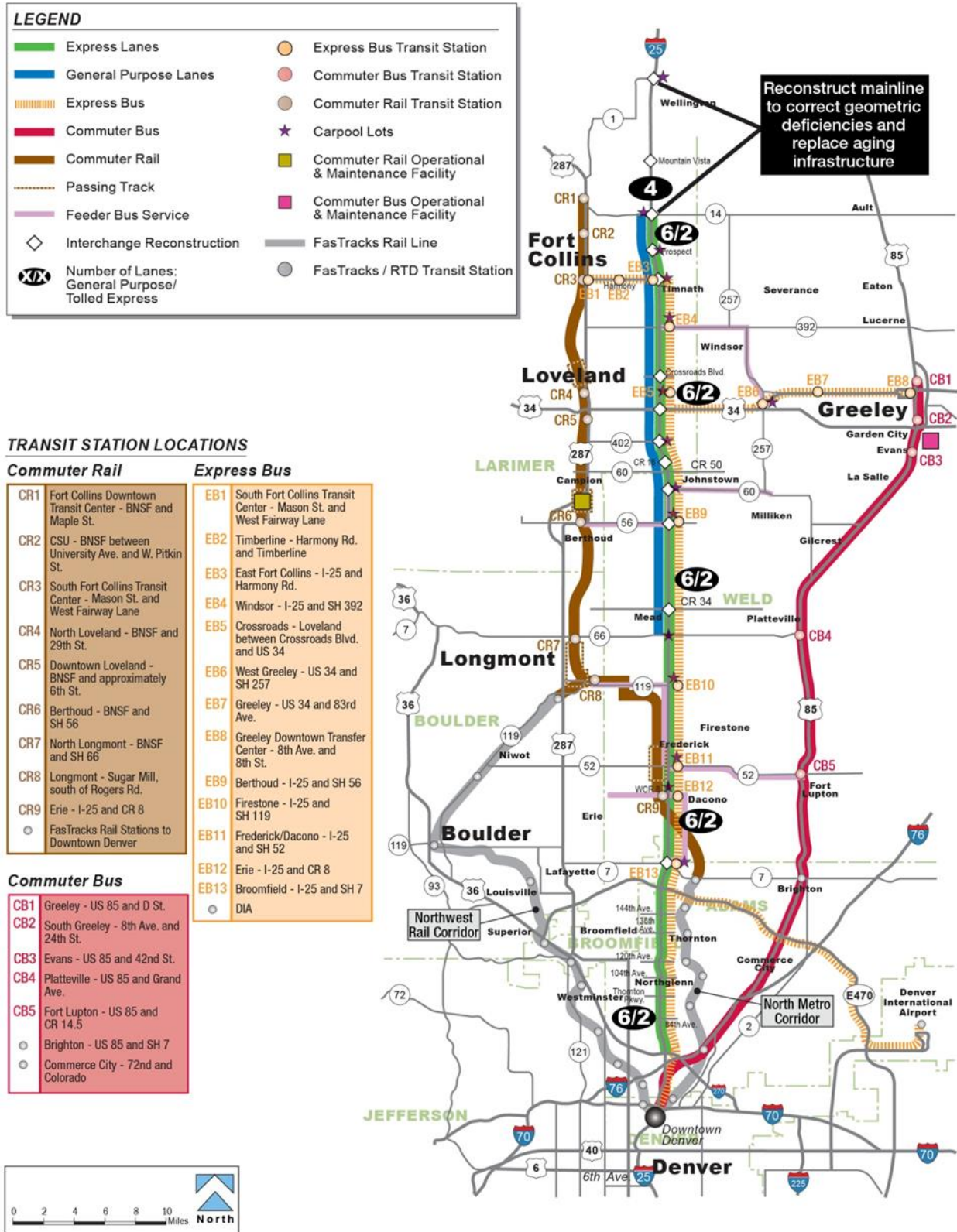
The Preferred Alternative identified in the Final Environmental Impact Statement (FEIS) widens I-25 with general-purpose (GP) lanes and tolled express lanes (TEs) and reconstructs or upgrades substandard interchanges and frontage roads. A total of 555 lane miles/61 linear miles of I-25 would be reconstructed and/or added. The Preferred Alternative includes commuter rail, regional express bus, and commuter bus services, as shown in Figure 1-2. In August 2011, the FEIS was completed.

cont. on next page

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Figure 1-2 Preferred Alternative

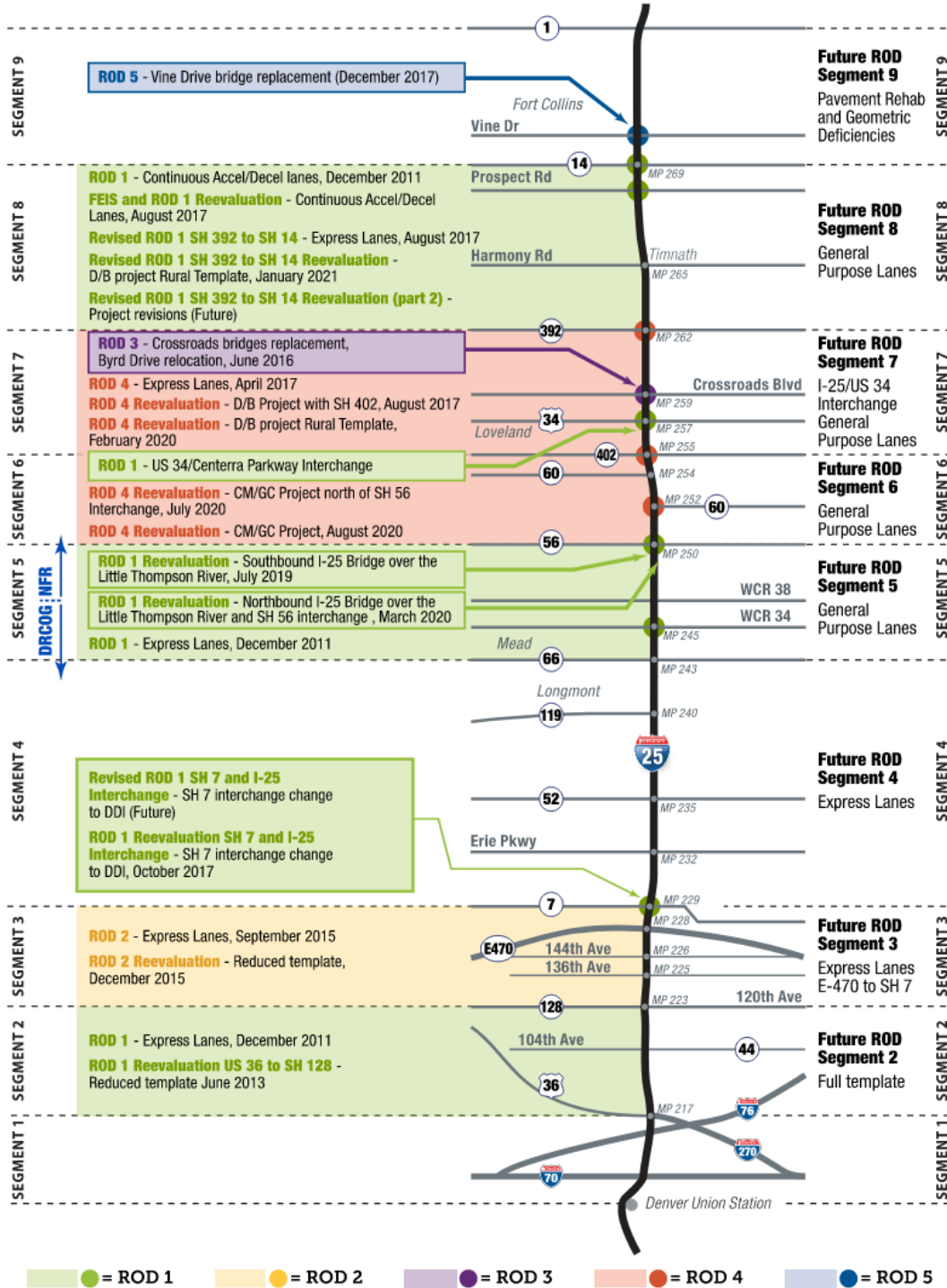


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The North I-25 highway corridor has been segmented to facilitate the design and construction processes. Figure 1-3 shows the segments and the corresponding RODs.

Figure 1-3 Segments and RODs



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North I-25 Corridor Segments

Segment 1: Denver Union Station to US 36

Segment 1 was included in the FEIS because it provides connectivity for the TELs (Tolled Express Lane), regional express bus, commuter bus, and commuter rail to downtown Denver.

Segment 2: US 36 to SH 128/120th Avenue (Reduced Template Complete)

Improvements in Segment 2 include the addition of one buffer-separated TEL in each direction and the replacement of the bridge at 88th Avenue. The TEL ties into the existing reversible TEL at U.S. Highway (US) 36. The Reduced Template for Segment 2 was completed and open to the public in 2016. The Full Template has funding identified as an operational improvement in the DRCOG 2040 Regional Transportation Plan (RTP).

Segment 3: SH 128/120th Avenue to SH 7 (Partially Complete – Awaiting Funding)

Improvements in Segment 3 include the addition of one TEL in each direction. This project extends the TELs that were constructed in Segment 2. Other key elements of the project include performing an asphalt mill-and-fill for the existing lanes, adding safety improvements, constructing a noise wall, improving lighting, and installing tolling equipment.

Segment 4: SH 7 to SH 66 (In Design)

Improvements on Segment 4 include the addition of a TEL in each direction. Construction funding for this Segment is not currently identified.

Segment 5: SH 66 to SH 56 (Design Complete – Construction Unfunded)

Improvements in Segment 5 include the addition of a TEL in each direction and reconstruction of the existing lanes, bridges, and substandard interchanges, which includes the Weld County Road (WCR) 34 interchange. Construction funding for this Segment is not currently identified.

Segment 6: SH 56 to SH 402 (In Construction)

Improvements in Segment 6 include the addition of a TEL in each direction and reconstruction of the substandard interchanges, existing lanes, and bridges. Funding has not been identified to add one GP lane in each direction in Segment 6. Construction for the interim configuration (2 GP + 1 TEL in each direction) of Segment 6 is expected to be complete in 2023.

Segment 7: SH 402 to SH 392 (In Construction)

Improvements in Segment 7 include the addition of a TEL in each direction, the replacement of the bridges at Crossroads Boulevard, the reconstruction of the US 34 interchange complex, construction of the Centerra-Loveland Mobility Hub, and improvements to other substandard interchanges, existing lanes, and bridges. Funding for the I-25/US 34 Interchange final configuration, as well as an additional GP lane in each direction, does not have funding identified at this time. Construction of the interim configuration (2 GP + 1 TEL) is expected to be complete in 2023.

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Centerra-Loveland Mobility Hub

Image Source: Civitas, Schematic Design Package, July 2019

Segment 8: SH 392 to SH 14 (In Construction)

Improvements from SH 392 to SH 14 include the addition of a TEL in each direction and reconstruction of the existing lanes and bridges and substandard interchanges, including the interchange at Prospect Road. GP lanes in each direction do not currently have funding identified. Construction of the interim configuration (2 GP + 1 TEL) is expected to be complete in 2023.

Segment 9: SH 14 to SH 1 (Unfunded)

This Segment will reconstruct the two GP lanes in each direction of travel and correct geometric deficiencies. Funding for this project has not been identified. However, the Vine Drive bridge replacement was advanced and completed because Bridge Enterprise Funds became available.

COVID 19 Stimulus Funding

The US Congress addressed the financial impacts of COVID by issuing Stimulus funding packages during 2020 and early 2021. These included the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan (ARP) Act.

Colorado received \$134 million for highway projects. Of this total, the three TMAs received \$52 million; the remaining \$82 million has been allocated across the state. The Transportation Commission worked with the TPRs and MPOs to meet the following objectives for project selection:

- Move quickly – The focus was on projects that were ready to go to advertisement as soon as possible.
- Focus on the 10 Year Vision Plan – projects were selected from years 3 and 4 of the SB267 project list, which were in turn selected from the 10 Year Vision Plan.
- Equitable distribution of dollars – funding was distributed across the state using the same formula that was used for SB267.

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- Advance public health and sustainability goals – funding distribution supported communities with critical COVID-focused infrastructure improvements. One example of this was a call for projects for Safer Main Streets.

Additionally, Colorado received \$325 million for Colorado’s direct-recipient transit providers, and \$39 million for CDOT administered programs. The \$39 million is broken into 10% for Administration (\$7.8 million), 15% for an Intercity Bus Network (\$12 million) and 75% for rural transit agencies (\$29.8 million). There are 41 rural transit providers set to receive those funds.

As a side note, these funds do not show on the revenue table in Chapter 5 as they were not expected revenues for FY2021 or FY2022.

Completed and Discontinued/Delayed Projects

In Fiscal Year 2021, CDOT was able to complete 203 transportation projects with a total cost of \$401.8 million. In addition, CDOT discontinued or delayed 28 projects. The reasons for discontinuing or delaying a project vary widely as priorities change or expected funding falls short.

CONCLUSION

Colorado has prided itself with having a grassroots planning process since 1992, when the Colorado General Assembly passed legislation to transition the Department of Highways to the Colorado Department of Transportation. This change coincided with the federal authorization bill titled the Intermodal Surface Transportation Efficiency Act, or ISTEA, which was passed by Congress in 1991.

Since that time, Colorado has strived to be a national leader in transportation planning and project selection in order to meet the state’s ever changing needs. This goal takes on a greater meaning when you consider the input that CDOT seeks from its planning partners – the TPRs, MPOs, FHWA and FTA, and the general public.

This STIP sets in place the implementation of the 10-Year Vision. While the four years of the STIP will still be the plan recognized by FHWA and FTA, the 10-Year Vision will allow transparency and input to address upcoming needs and priorities for years 5-10 and into the future.

STIP Development Guidance and 4P Process Statewide Transportation Improvement Program

STIP DEVELOPMENT GUIDANCE and PROJECT PRIORITY PROGRAMMING PROCESS (4P)

Adopted by Colorado Transportation Commission in May 2020

I. Introduction

This guidance document provides a framework for the development and amendment of the Statewide Transportation Improvement Program (STIP) as required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for the programming of transportation projects allowed under the Titles 23 and 49 of the US Code. The STIP must demonstrate fiscal constraint and be consistent with the CDOT Statewide Transportation Plan (SWP), for a period of at least four years. This guidance is consistent with Policy Directive (PD) 703.0 Annual Budget, Project Budgeting and Cash Management Principles, Part V., Section F, which outlines the general policy foundation for the STIP. This guidance reflects current regulations and policies and supersedes the 4P and STIP Development Guidelines adopted in February 2015.

II. Definitions

“10-Year Vision for Colorado's Transportation System (10-Year Vision)” is a specific list of projects categorized across five priority areas: Improving our Interstates, Relieving Traffic, Improving Rural Access Statewide, Rural Paving, and Road Condition and Maintenance. This list of projects will inform what projects move into the STIP as funding becomes available.

“Fiscal Constraint” for the STIP means that it includes sufficient financial information for demonstrating that projects in the STIP can be implemented using committed, available or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. Fiscal constraint applies to each State fiscal year.

“Funding Program” shall mean a division of Program Distribution that is allocated to the CDOT Regions and TMAs for planning and budgeting purposes. NOTE: the only funding programs that the TMAs receive direct allocations for are CMAQ, STP-Metro, and TAP.

“MPO” shall mean Metropolitan Planning Organization, which is a geographic area with a population of 50,000 or more. In Colorado there are two small MPOs with populations of more than 50,000, but less than 200,000. These are the Grand Valley MPO (GVMPO) and the Pueblo Area Council of Governments (PACOG). Colorado also has three large MPOs, with populations over 200,000. These are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range MPO (NFRMPO).

“Non-Regionally Significant Project” shall mean projects that are not considered to be of appropriate scale for individual identification in the STIP in a given program year, and which are grouped in the STIP within a STIP Pool or Regional Sub-Program.

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“Program Distribution” shall mean the Transportation Commission approved document assigning dollars to specific funding programs for the same time period as the current long-range Statewide Transportation Plan.

“Program List” shall mean a list of Regionally Significant and Non-Regionally Significant projects corresponding with specific initiatives or CDOT programs for funding transportation. For example, a list of projects has been identified to utilize funding legislated through Senate Bills 18-001 and 19-267. This program list is called the SB1/SB267 List.

“Regionally Significant Project” shall mean a project serving regional transportation needs and of significant scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.

“STIP” shall mean Statewide Transportation Improvement Program – A federally required, fiscally constrained statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

“STIP Administrative Modification” shall mean a minor revision that includes minor changes to a Regionally Significant project, including costs, funding sources, initiation dates, or design concept or scope or minor revision to a program amount.

“STIP Amendment” shall mean a revision to a Regionally Significant project, including addition or deletion, major change to cost, initiation dates, or design concept or scope; as well as a major change to a program fund amount; or the addition of a new Program List that has not yet been vetted through the planning process and discussed with CDOT’s planning partners and stakeholders.

“STIP Pool” shall mean a logical grouping of projects, typically based on a CDOT funding program, such as Surface Treatment, that may include Non-Regionally Significant projects grouped under that program and included in the STIP.

“TIP” shall mean Transportation Improvement Program – A federally required, fiscally constrained prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

“TMA” shall mean Transportation Management Area. A TMA is an MPO that has a population of 200,000 or greater. Colorado has three TMAs: DRCOG, PPACG, and NFRMPO.

“TPR” shall mean Transportation Planning Region. In Colorado there are 15 geographically contiguous areas designated as transportation planning regions. There are 10 rural TPRs and 5 metropolitan areas, also known as MPOs. These planning regions are established in the Statewide Planning Rules: 2CCR 601-22 - *RULES GOVERNING STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS*

STIP Development Guidance and 4P Process

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III. Regulatory Guidance

The statutory and regulatory framework for the STIP and STIP development processes includes:

- 23 United States Code (U.S.C.) 134 and 135, and its implementing regulations;
- 49 United States Code (U.S.C.) 53 and its implementing regulations;
- 23 Code of Federal Regulations (CFR) Part 450
- 49 Code of Federal Regulations (CFR) Part 613
- § 43-1-106(8)(a), Colorado Revised Statutes (C.R.S.) Transportation Commission;
- § 43-1-1101-1104, C.R.S. Transportation planning.

IV. Planning and Programming Process

The Planning and Programming Process includes the development of a 20+ year Statewide Transportation Plan (SWP), a 10-Year Vision plan, and a four-year Statewide Transportation Improvement Program (STIP). A new STIP is developed annually; however, it links to the Statewide Plan (SWP) and Regional Transportation Plans (RTPs), and the 10-Year Vision for Colorado's Transportation System. The development of these plans/programs requires extensive coordination with each MPO and TPR. The process begins with the identification of projected transportation conditions and needs, forecast revenues, performance objectives, and policies. Corridor needs, visions, strategies, priorities, and improvements are identified. The 10-Year Vision sets the vision for delivering projects for a better, safer transportation system for Colorado should additional revenue become available. The 4 year STIP lists projects to be implemented within fiscal constraint by year. The development of the STIP follows the Project Priority Programming Process (4P) described in section VIII.

V. Statewide Transportation Plan

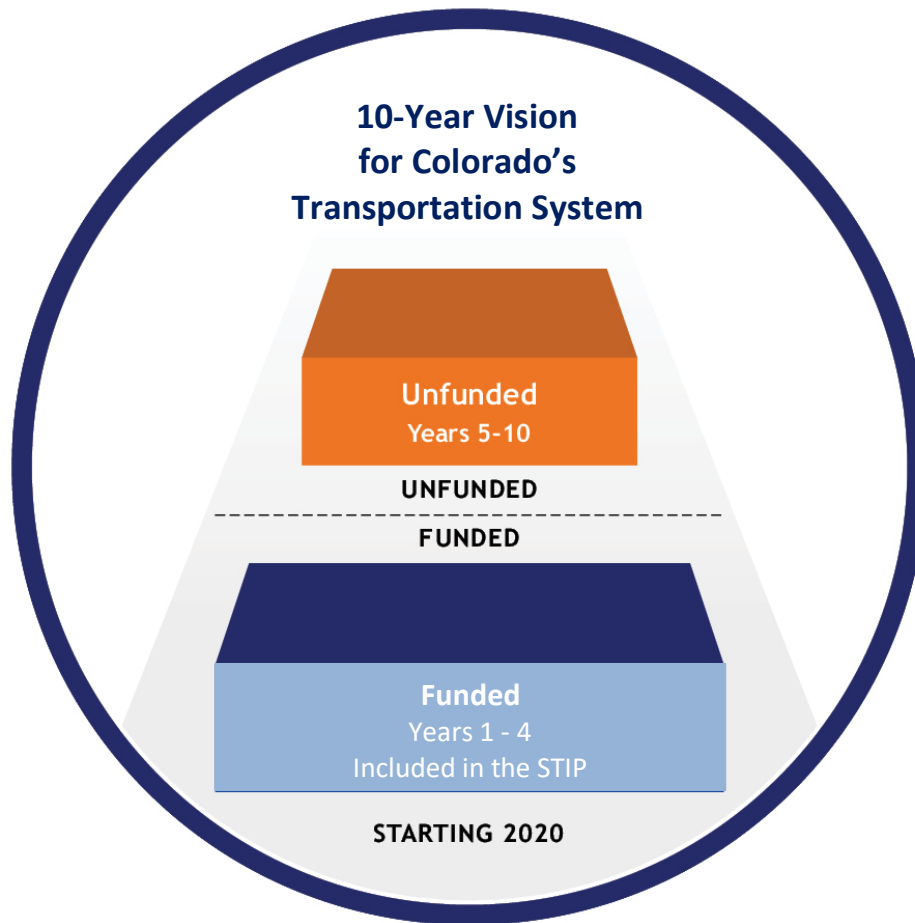
The Statewide Transportation Plan (SWP) outlines transportation needs, and goals and objectives over the next 20-plus years and provides a roadmap for transportation investments. It incorporates other long range plans including the Regional Transportation Plans (RTPs), modal plans (i.e. Transit, Bicycle/Pedestrian, Aviation, etc.), topical plans (Freight, Operations, Safety, etc.) as well as the Transportation Commission planning policies, performance goals and objectives, revenue projections, system and demographic data analysis, the results of the coordination with TPRs and MPOs, corridor visions, strategies, priorities, and improvements, and the results of public involvement and comments.

VI. 10-Year Vision for Colorado's Transportation System

The 10-Year Vision represents CDOT's 10-year outlook for delivering an effective and efficient transportation system that works for Colorado today and in the future. The first four years of projects are funded projects and are included in the STIP. This first set of funded projects provide the initial steps toward delivering a better, safer transportation system for Colorado. Years 5-10 of the 10-Year Vision are unfunded and represent achievable projects that are ready to move into the STIP during the annual STIP update or should additional revenue become available. The 10-Year Vision aligns with what we heard from Coloradans as documented in the public outreach activities for the Statewide Transportation Plan (SWP).

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VII. STIP

A. Framework

The STIP will be a rolling four-year plan which meets federal guidelines and regulations per 23 U.S.C. 134 and 135, and 23 CFR, Part 450, plus the corresponding transit regulations 49 U.S.C. 50 and 49 C.F.R. Part 613. The STIP will identify all Regionally Significant projects. Non-Regionally Significant projects will be grouped under STIP Pools. Both Regionally Significant and non-Regionally Significant projects can be identified outside of the STIP on Program Lists corresponding with specific legislative or CDOT program initiatives. The STIP will be developed annually, to include the addition of a year to maintain a full four year STIP period. Once every four years, concurrent with the Statewide Plan development cycle, the STIP will undergo a larger, more intensive development process to include a full review of the STIP and the 10-Year Vision to ensure priorities match the transportation needs of the state.

STIP Amendments will be processed on an as-needed basis and will include a public involvement process and Transportation Commission approval. CDOT has written agreements with each MPO to utilize the MPO amendment and modification process for CDOT projects located within the MPO. Once the MPO has completed their process, changes are then made administratively in the STIP. STIP Administrative Modifications will be processed on an as needed basis.

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B. Four Year Work Program

The four-year work program is an internal CDOT project management tool that includes detailed, current schedules and projected expenditures for the projects included in the STIP. The Work Program will be used by the CDOT Office of Program Management to conduct risk assessment, to track progress on all of the projects or programs, and to support cash management efforts.

C. Regionally Significant Projects

Regionally Significant projects shall be defined as those projects serving regional transportation needs and of sufficiently significant scale to be typically included in transportation demand modeling for air quality emissions analysis. Regionally Significant projects are defined federally in 23 CFR 450.104:

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

MPO's may have their own definition of Regionally Significant projects for the development of their TIP. Each TIP will be included within the STIP directly or by reference without change according to federal guidelines.

Regionally Significant projects are identified individually in the STIP showing expected costs laid out by year on an expenditure basis. The Region or division of CDOT administering the project is responsible for identifying Regionally Significant projects for STIP purposes. Questions on regional significance may be directed to the CDOT Multimodal Planning Branch.

D. Non-Regionally Significant Projects

Per Federal regulations, non-Regionally Significant projects are projects that are not considered to be of appropriate scale for individual identification in the STIP in a given program year, and which are grouped under a STIP Pool. These types of projects typically include Surface Treatment, Bridge, asset management projects, FASTER Safety projects, and many of the projects funded through suballocated programs such as CMAQ and TAP.

E. STIP Amendments and STIP Administrative Modifications

There are two types of changes that apply to the STIP: STIP Amendments and STIP Administrative Modifications.

A STIP Amendment is any major change to a Regionally Significant project, including addition to or deletion from the STIP, major change to cost, initiation dates, or scope, or a major change to STIP Program or Regional Sub-Program amounts. This type of change requires public review, re-demonstration of fiscal constraint and Transportation Commission approval.

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A STIP Administrative Modification is any minor change to a Regionally Significant project, including a minor change to cost, initiation dates, or scope, or a minor change to STIP Program or Regional Sub-Program amounts. This type of change does not require public review, re-demonstration of fiscal constraint, or Transportation Commission approval.

Changes to Non-Regionally Significant projects including adding or deleting projects, major or minor changes to cost, scope, or initiation constitute a STIP Administrative Modification. As noted previously, Program Lists identify the Non-Regionally Significant projects funded within STIP Programs or Regional Sub-Programs.

A TIP amendment to a Regionally Significant project or to a STIP Pool or Regional Sub-Program is processed by the MPO per their respective TIP guidance. Once the MPO's governing body takes action, and that action is approved by the Governor or their delegate, TIP amendments and administrative modifications are modified in the STIP administratively.

STIP Amendments and Administrative Modifications will be processed on an as needed basis. Most Amendment level modifications to CDOT projects are processed by MPOs as the bulk of CDOT's Regionally Significant projects are located within an MPO area.

The Department will consult with the FHWA, FTA, and MPOs as needed to reconcile the STIP, and verify that fiscal constraint has been maintained. A quarterly fiscal constraint report will also be provided to FHWA and FTA.

Type of Change	Cycle	Regionally Significant Projects	Non-Regionally Significant Project
STIP Amendment	As needed	<ul style="list-style-type: none"> Adding or deleting projects <i>Example: Adding a new interchange construction project</i> Major changes to cost, scope, or initiation <i>Example: Significant extension of project limits on a roadway capacity project or any addition or reduction in cost that is \$5 million or more over the four years of the STIP</i> 	<ul style="list-style-type: none"> Major changes to program amounts <i>Example: Receiving \$20m in Obligation Redistribution from FHWA</i>
STIP Administrative Modification	As needed	<ul style="list-style-type: none"> Minor changes to cost, scope, or initiation <i>Example: Extending project limits on a Surface Treatment project</i> 	<ul style="list-style-type: none"> Minor changes to program amounts <i>Example: Minor increase in program amount based on updated revenue projections</i>
TIP Amendments and Administrative Modifications	Determined by each MPO	<ul style="list-style-type: none"> TIP Amendments and TIP Administrative Modifications are incorporated directly into the STIP administratively once the MPO governing body approves the action and the Governor, or delegate thereof, provides final approval. <i>Example: Adding a project in an MPO area that has been amended into the TIP</i> 	

STIP Development Guidance and 4P Process

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VIII. STIP Development - 4P Process

The Transportation Commission (TC), in cooperation with Colorado Counties Incorporated (CCI), the Colorado Municipal League (CML) and the Metropolitan Planning Organizations (MPOs) established the “Project Priority Programming Process” (4P). It was first adopted by the TC on August 18, 1994 and last updated and adopted by the TC in February 2015. This guidance maintains the 4P and supersedes the Guidelines adopted in February 2015.

The STIP is updated on an annual basis in order to always have four active STIP years that are recognized by FHWA and FTA. Every fourth year, the STIP will be updated to align with the latest Statewide Plan and Program Distribution.

A. TPR Coordination

As part of the STIP development cycle, each CDOT Region shall offer the opportunity for county meetings to review transportation needs and fund availability developed as part of the regional plans. These countywide meetings may include county and municipal officials and Transportation Planning Region (TPR) representatives, as well as Transportation Commissioner(s). After the county meetings, if held, the CDOT Region shall hold at least one meeting, open to the public, with each of its TPRs to discuss project prioritization for the STIP within that TPR. In CDOT Regions that include an MPO, these TPR meetings will be coordinated with the MPO Planning Process to ensure consistency and avoid duplication of effort (see MPO coordination).

The purpose of the TPR meeting is to review the projects in the Statewide Plan, the 10-Year Vision and current STIP and consider project priorities for the 4 year STIP period. All projects included in the STIP must be consistent with the goals and strategies laid out in the financially constrained portion of the Statewide Plan (SWP). If projects are identified that are not consistent with the SWP, an amendment to the SWP must be processed and approved before they can be included in the STIP.

After meeting with each of their TPRs, the CDOT Region shall hold a joint meeting with all of their TPRs to select and prioritize projects for the entire CDOT Region (in applicable programs when funding is available). During the prioritization process, some TPRs/MPOs not wholly contained in one CDOT Region may choose to plan and conduct a TPR/MPO wide prioritization meeting. Following these meetings, the CDOT Region shall submit their list of prioritized projects for the Draft STIP to the CDOT Headquarters STIP Manager. A statewide list of projects is compiled for submittal to the TC and inclusion in the Draft STIP.

Note that per 24-6-402 C.R.S., all meetings held per the above guidelines are considered public meetings and must be open to the public. Also, reasonable accommodations must be made for all individuals in accordance with Title VI of the Civil Rights Act of 1964 (Title VI, 42 U.S.C. § 2000d et seq.).

B. MPO Coordination

Federal statute and regulation establishes MPOs for urbanized areas with populations of more than 50,000. These areas in Colorado are the Denver Regional Council of Governments (DRCOG) MPO, the Pikes Peak Area Council of Governments (PPACG) MPO, the North Front Range MPO (NFRMPO), the Pueblo Area Council of Governments (PACOG) MPO and the Grand Valley MPO

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(GVMPO). MPOs are responsible for the development of the Transportation Improvement Program (TIP) for the MPO area. Anyone interested in participating in TIP development may contact their MPO directly. Projects identified for funding by CDOT are forwarded to the appropriate MPO for review and consideration for inclusion in the TIP.

Federal regulations require the Governor to approve all TIPs and TIP amendments. When an MPO has a TIP that is ready for the Governor's approval, it submits the approved TIP to CDOT for review of fiscal constraint and adherence to planning regulations. Once fiscal constraint and adherence to planning regulations are verified, CDOT will prepare a packet for the Governor's review and signature to approve the TIP and transmit approval to FHWA and FTA. The submittal of the TIP to CDOT should include a resolution of the MPO Board adopting the TIP, an Air Quality Control Commission (AQCC) conformity determination finding (if applicable), and a signed statement certifying the planning process was followed in the development of the TIP.

Once TIPs are approved by the MPO and the Governor, they are incorporated into the STIP without change, either directly or by reference. Exceptions include projects that are funded exclusively with local or private funds with no CDOT involvement in the project. Detail may vary from TIPs to the STIP with regard to programs and project descriptions.

Likewise, Federal regulations require the Governor to approve TIP amendments. In Colorado, the Governor has chosen to exercise their authority to delegate the approval of TIP amendments to the CDOT Executive Director. TIP amendments should be forwarded to the CDOT Region and CDOT Headquarters STIP Manager where a packet is prepared for the Executive Director's signature. Once the signature is obtained, a copy of the approval and packet is forwarded to FHWA/FTA for their concurrence.

C. Tribal Coordination

Two tribal governments are responsible for transportation planning within Colorado: Southern Ute and Ute Mountain Ute. Tribal governments develop a Tribal TIP (TTIP). Once the Tribal Council approves the TTIP, it is included in the Draft STIP either directly or by reference in order to meet requirements for those projects requiring action by FHWA or FTA.

D. Air Quality Requirements

In areas designated by the Environmental Protection Agency (EPA) as air quality non-attainment or maintenance areas, Regionally Significant (S)TIP projects must be modeled to demonstrate that their construction will not degrade air quality below the standards set forth in the Clean Air Act (CAA) Amendment of 1990 (et sub). The modeling results and other analyses are reviewed to assure the (S)TIP is in conformance with the relevant State Implementation Plan (SIP); this process is referred to as demonstrating conformity.

Currently, three of the MPOs are in non-attainment/maintenance for one or more pollutants (DRCOG, PPACG, and NFR), as is a portion of Upper Front Range (UFR) TPR. A multi-party intergovernmental agreement addresses air quality and conformity responsibilities in the DRCOG, NFR, and UFR ozone non-attainment area. If the EPA re-designates an MPO as an attainment area, CDOT will work with the MPOs, FHWA, and FTA to incorporate any changes necessary per planning requirements.

STIP Development Guidance and 4P Process

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E. STIP Approval Process

1. Draft STIP

The result of the STIP development process and MPO TIP development is a completed Draft STIP. CDOT staff verifies that the Draft STIP is fiscally constrained by year. CDOT staff verifies that it is consistent with the SWP.

2. Public Notice and Comment Period

When the Draft STIP is released for public comment, CDOT posts an electronic copy of the draft on its external website. An e-mail notification is sent to recipients statewide explaining the purpose of the STIP, where to view a copy of the draft, how to submit comments on the STIP, and the length of the comment period. Additional public notice is provided via flyers, brochures, and social media. The Draft STIP is available for public review and comment for a minimum of 30 days.

During the public comment period, a public hearing is held in conjunction with a monthly TC meeting where members of the public can provide input on the Draft STIP. Notification for the Public Hearing is posted on CDOT's external website, as well as sent via e-mail to a statewide distribution list. Public Hearing notices are also posted at all CDOT Region Headquarters offices, FHWA and FTA offices located in Lakewood, Colorado, and TPR offices. Advertisements for the hearing are placed in local newspapers across the state.

Comments on the draft STIP can be submitted on the CDOT website, or to the Headquarters STIP Manager via mail, phone or e-mail. A hard copy of the Draft STIP can also be requested by contacting the CDOT Headquarters STIP Manager via mail, phone, or e-mail.

3. Adoption of the STIP

Following the public comment period and any revisions needed due to those comments, the Draft STIP is submitted to the TC for adoption. CDOT staff prepares a certification that the required planning process and opportunities for public involvement have been adequately followed. Once the STIP has been adopted by the TC, it is forwarded to the FHWA and FTA for their approval, and goes into effect at the beginning of the State fiscal year on July 1.

4. Distribution of the Adopted STIP

Once the STIP is adopted by the TC and approved by FHWA and FTA, the document is posted on CDOT's external website www.codot.gov.

F. Schedule for the STIP Update Cycle

The table on the following page details the annual schedule for STIP development. While this is the expected schedule, it is subject to change if circumstances require adjustments.

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STIP Update Schedule	
MONTH	ACTIVITY
<i>September through January</i>	CDOT Regions meet with their TPRs and local officials
<i>January</i>	CDOT Regions enter STIP updates for inclusion in the draft STIP
<i>February through May</i>	CDOT distributes Draft STIP for public review and comment
<i>April</i>	TC holds a statewide public hearing on the Draft STIP
<i>May</i>	TC adopts the Draft. Once adopted, the STIP is released to FHWA/FTA for their review and approval
<i>June</i>	FHWA and FTA approve STIP

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Statewide Transportation Improvement Program

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Key Terms

Administrative Modification – A minor change to an existing project in the STIP. These may include minor changes in project scope or funding sources, but do not create a major impact to the project overall.

Annual STIP Update – Each year, CDOT updates the STIP to drop the initial fiscal year and add a new fiscal year for the end of the cycle. CDOT follows specific federal guidelines (23 USC 135) for developing this plan. Conducting this annual update allows CDOT to always have four federally recognized years of projects in the STIP. This process allows CDOT to better manage cash and project scheduling.

CDOT Region Planner – There are Region Planners staffed in each of the five CDOT Engineering Regions, plus Headquarters. These staff work with the rural Transportation Planning Regions and Metropolitan Planning Organizations to determine transportation planning needs across the state. The Region Planners also work with their respective Region Business Office to coordinate appropriate STIP actions for transportation projects.

Funding Program Pool – A division of Program Distribution that is allocated to the CDOT Regions and TMAs for planning and budgeting purposes. NOTE: the only funding programs that the TMAs receive direct allocations for are CMAQ, STBG (formerly known as STP-Metro), and TAP.

Metropolitan Planning Organization (MPO) – A geographic area with a population of 50,000 or more. In Colorado there are two small MPOs with populations of more than 50,000, but less than 200,000. These are the Grand Valley MPO (GVMPO) and the Pueblo Area Council of Governments (PACOG). Colorado also has three large MPOs, with populations over 200,000. These are the Denver Regional Council of Governments (DRCOG), the Pikes Peak Area Council of Governments (PPACG), and the North Front Range MPO (NFRMPO).

Region Planning Commission (RPC) – The voting Board for each Transportation Planning Region.

STIP – The Statewide Transportation Improvement Program. This is a federally required four-year program of transportation projects that Colorado, specifically CDOT, intends to initiate, construct or complete over a four-year period. The STIP document utilized for this report is the FY2018 – FY2021 Statewide Transportation Improvement Program.

STIP Management Team – The STIP is co-managed by staff from CDOT's Division of Transportation Development and the Division of Accounting and Finance. This team verifies and maintains compliance with state and federal planning regulations and liaises with CDOT's internal and external planning partners.

SWP – The Statewide Plan. This is a federally required long-range transportation plan. This 25 + year plan examines future transportation needs in Colorado, based on revenue projections, population

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changes, the impact of new technologies, etc. This plan sets the goals and strategies for Colorado's transportation system and is the basis for the STIP.

TIP – Transportation Improvement Program. This is a federally required four-year program of transportation projects that a Metropolitan Planning Organization (MPO) intends to initiate, construct or complete over a four-year period. TIPs include CDOT projects that fall within MPO boundaries. Each MPO is responsible for developing and maintaining a TIP to federal standards.

TIP Amendment – Amendments and Administrative Modifications done at the MPO level. Once a TIP has been adopted or modified, it is then included in the STIP unchanged, per federal guidance. Each MPO develops and follows its own policies for modifying their TIP. CDOT has standing agreements with each MPO to utilize the MPO public process for developing and amending their respective TIPs, and incorporating those adoptions into the STIP. This is done to eliminate duplication of process and to mitigate project delays.

Transportation Planning Legislation – The Colorado Statewide Transportation Improvement Program is developed in accordance with the following federal legislation and state rules:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304.
- 2 CCR 601-22, Statewide Transportation Planning Process and Transportation Planning Regions.

Transportation Planning Region (TPR) – In Colorado there are 15 geographically contiguous areas designated as transportation planning regions. There are 10 rural TPRs and 5 metropolitan areas, also known as MPOs. These planning regions are established in the Statewide Planning Rules: 2CCR 601-22 - *RULES GOVERNING STATEWIDE TRANSPORTATION PLANNING PROCESS AND TRANSPORTATION PLANNING REGIONS*

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Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is frequently amended due to changes in available funding, project cost, scope or schedule, or the addition or deletion of projects. The process for amending, modifying, and approving all highway and transit projects in the STIP is described below.

STIP Amendment Process

I. STIP Amendments

STIP Amendments require Transportation Commission approval and will follow the process outlined below as needed when Amendments are submitted to CDOT. Below is a description of what constitutes an Amendment and the timeline for approval.

A. Regionally Significant Projects

A revision to the STIP is considered to be a STIP Amendment when:

1. A regionally significant project is added to or deleted from the STIP.
 - a) Regionally significant projects are defined here as stand-alone projects serving regional transportation needs and of significant scale to be typically included in transportation demand modeling for air quality emissions analysis and identified individually in the STIP.

NOTE: A project may be regionally significant but does not necessarily need to be modeled for air quality emissions. If you have questions or need specific examples, please contact the CDOT Regional Planner.

2. There is a major scope change to a project. A major scope change may be described as:
 - a) Adding a travel lane at least one centerline mile in length;
 - b) Adding a new intersection or a major improvement to existing intersections (excluding turn lanes, auxiliary lanes or median improvements);
 - c) Adding new interchanges and grade separated intersections;
 - d) Major improvements to existing interchanges excluding drainage improvements and ramp widening;
 - e) A modification to a project that results in a re-evaluation of a NEPA document (NOTE: STIP amendments *documented* during NEPA re-evaluation public involvement do not require further public involvement during STIP process);
 - f) A modification to a project that requires air quality conformity determination, if applicable;
3. Adding or deleting federal or state funding for any project by more than \$5 million (cumulative) over the four years of the STIP.

B. Non-Regionally Significant Projects and Funding Program Pools

Adding a new funding program pool or implementing substantial changes to funding program pool totals due to action by the Transportation Commission or the US DOT. Projects that are listed in 23 CFR 771.117 (c) & (d) are pool eligible and will follow the Administrative Modification guidance in section II.

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1. Adding funds to a funding program pool that results in a change of the funding program pool balance of 15% or more than was originally pushed via Program Distribution or the Annual Budget funding adjustment, based on updated revenue projections.
2. Other amendments determined by CDOT.

C. Timeline for Processing STIP Amendments

Amendments will be processed for approval by the Transportation Commission. This includes the public involvement process as detailed in III A, below. Amendments must be submitted to the CDOT STIP Manager by the first Friday of the month. The STIP Manager will then coordinate the 30-day public process and inclusion on the next month's Transportation Commission agenda for approval. Overall, this process takes 45 – 60 days to complete.

D. Emergency or Expedited Process for STIP Amendments

If there is an expedited action or special circumstance required, this must be agreed upon by CDOT Executive Director and FHWA Colorado Division Administrator or the FTA Regional Administrator. This action will go through an abbreviated public involvement process concluding with Transportation Commission action.

II. STIP Administrative Modifications

A. STIP Administrative Modifications include revisions which:

1. Do not meet the STIP Amendment criteria as listed in Section I A or I B; or
2. Result from voter initiatives; or
3. Are declared an emergency as defined by the Emergency Relief Program 23 CFR 668.105, the Governor, the Transportation Commission, or the Executive Director (based on an emergency event)

B. Unobligated and unauthorized funds from prior STIPs (non-TIP areas)

1. Includes both highway and transit projects or any active projects listed in the first year of the current STIP that are not yet authorized or obligated, or are only partially authorized/obligated, but are expected to be obligated or authorized in the first year of the new STIP.
2. These projects will be added to the current STIP as follows:
 - a) The Region or Headquarter Business Office will undo any relevant budget actions so that the funds may be rolled into the current fiscal year and re-STIP'd with the original funds in the current fiscal year.

III. Public Involvement and Approval Procedures for STIP Amendments and STIP Administrative Modifications for Rural, non-TIP Areas

A. STIP Amendments:

1. Prior to STIP Amendment approval for rural non-TIP areas:
 - a) CDOT Region Planner will notify OFMB of STIP Amendment

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- (1) STIP Management Team verifies if project modification requires an Amendment.
 - (2) STIP Management Team verifies financial constraint.
 - (3) Region Planner verifies the amendment for consistency with the long-range Regional and Statewide Plans. If a Plan amendment is needed, the Region Planner will initiate it and work with DTD to complete.
- B. STIP Team prepares amendment packet for public comment, Transportation Commission Approval and incorporation into the STIP. This process can take up to 60 days to complete.
1. Details for the STIP amendment are posted on the external CDOT [website](#). This opens the public comment period, which lasts a minimum of 30 days.
 2. The STIP Management Team distributes an electronic notice of the proposed STIP Amendment using appropriate TPR distribution list. This mailing list is derived from the DTD Statewide Planning Mailing List and will be updated periodically with the electronic list managed by the STIP Team.
 3. Comments Received
 - a) CDOT Region Planner contacts TPR representative and requests that a TPR meeting be conducted to discuss any pending STIP Amendments no later than the end of the written comment period, identified in the notice. If the TPR already has a meeting scheduled during the public involvement period, they should discuss any pending STIP Amendments for their area.
 - b) All written comments are sent to STIP Manager who will, in turn, forward copies to the appropriate CDOT Region Planner within 3 business days after receiving comments.
 - c) CDOT Region Planner responds to the commenter within 5 business days before the scheduled Transportation Commission meeting.
 - d) CDOT Region Planner provides a copy of the response to OFMB for documentation.
 - (4) Transportation Commission Approval
 - a) OFMB coordinates with the Transportation Commission office on the required agenda item and the Chief Financial Officer, or designee, leads the Transportation Commission discussion with the CDOT Region Planner or appropriate region staff in attendance, if necessary.
 - b) Transportation Commission takes action on the STIP Amendments.
 - c) If Commission approves STIP Amendments, OFMB submits Transportation Commission approved STIP Amendments with signature from the OFMB Director to FHWA/FTA for their approval.
 - d) FHWA/FTA signs the approval letter and sends its approval of STIP Amendments to the STIP Management Team.
 - e) If Transportation Commission or FHWA/FTA **does not** approve the STIP Amendments, the process may start over with updated information.

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C. Administrative Modifications

1. Region Planners submit administrative modifications as needed.
2. The STIP Management Team verifies and approves the revision(s) as administrative modification(s) in the STIP.

TIP Processes in MPO Areas

For any Amendment or Administrative Modification for CDOT projects located in an MPO area, CDOT will rely on Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)'s public involvement process as structured in the signed Memorandum of Agreement with each MPO. TIP projects are included in the STIP without modification.

I. Public Involvement and Approval Procedures for TIP Amendments and Administrative Modifications

A. MPO TIP Amendments

1. CDOT acknowledges the MPO's TIP public involvement process and obtains MPO TIP resolutions from the MPO Board for TIP Amendments.
2. CDOT Regions will ensure projects are in the TIP before modifying the STIP.
3. The STIP Management Team drafts a letter for signature from the CDOT Executive Director, who has signature authority from the Governor to approve incorporating TIP amendments into the STIP.
4. The STIP Management Team sends the signed letter and supporting documentation to FHWA/FTA for subsequent modifications/amendments to the STIP. This will be an action for informational purposes only and does not require FHWA/FTA signatures. Supporting documentation includes:
 - a) Verification of fiscal constraint
 - b) Explanation for the amendment
 - c) Resolution or Board action from MPO
5. After forwarding the information to FHWA/FTA, the STIP Management Team endorses the amendment list in the STIP and informs DTD-MPO & Regional Planner and CDOT Region Planner of the STIP approval.
6. The STIP Management Team will review and submit TIP amendments on a weekly basis.
7. Once modified in the STIP, Region Planners will communicate this back to their respective MPO.

B. MPO Administrative Modifications

1. TIP Modifications approved by the MPO will be forwarded to CDOT for incorporation into the STIP.
2. Once modified in the STIP, Region Planners will communicate this back to their respective MPO.

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II. TIP/STIP Reconciliation

In order to maintain consistency between the TIPs and the STIP, CDOT will conduct a reconciliation process with each MPO and any relevant stakeholder agencies, such as Transit Direct Recipients, FHWA, and FTA. These reconciliations must be completed, at minimum, on a semi-annual basis.

A. Purpose

The first reconciliation will be completed by the end of January each year for the FHWA funding programs, as well as Transit. The second reconciliation will occur by the end of September. The reconciliation may include all programs and projects included in the TIP and STIP.

1. Participants should include CDOT Region staff, DTD liaisons, DTR liaisons, and the STIP Management Team, as well as MPO staff.
2. Representatives from any stakeholder agencies (e.g., Transit agencies) and FHWA and FTA shall be included as well.

B. Process

1. Compare the TIP with the STIP dollar by dollar, and project by project
2. Complete a TIP to STIP Comparison sheet, or equivalent, to reflect any corrections needed.
3. The corresponding liaison (listed below) will take the lead to communicate to their respective Business Office to follow the natural process for TIP amendments and modifications.
 - a) DTD Liaison: FHWA funding programs
 - b) DTR Liaison: Transit
 - c) Region: All others

Transit Projects in the STIP and TIPs

CDOT has set forth the following procedures to ensure that all transit projects are included in both the STIP and TIPs, where relevant.

I. Process

A. Urban Transit Projects

1. Region Planners will review TIP modifications and amendments as they are received from the MPOs. They will 'flag' anything labeled as a transit item and send this to the DTR contact to review.
2. The DTR contact will review the modification or amendment and begin tracking these projects. [See DTR Award and STIP Process Flowcharts]
3. DTR will request any necessary pool revisions including reductions or additions via a FAR form. NOTE: The Funding Allocation Request (FAR) form is an internal CDOT form used to track transfer requests between funding programs, Regions, etc.
4. OFMB will complete any necessary pool transfers.
5. DTR will prepare the STIP amendment form and submit it to the planner in the

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Business Office, who will enter the modification into SAP, CDOT's financial system of record.

6. Once approved into the STIP, the STIP team will communicate back to the respective MPO that the action is completed.

B. Rural Transit Projects

1. The DTR contact will maintain a list of the rural transit projects.
2. They will cooperate with the rural transit agencies to ensure the correct project documentation and details are provided to the CDOT Business Office.
3. The DTR contact will work with Headquarter Business Office to ensure that any TIP amendments or modifications are reflected in the STIP.

II. Roll-forwards for Unauthorized and Unobligated Funds

- A. CDOT defines these as any outstanding unauthorized or unobligated balances that are "rolled" into the next fiscal year and utilized in the 'Rolled Column' in the STIP.

B. During STIP Development

1. The State Fiscal Year begins on July 1 and ends on June 30. The Federal Fiscal Year begins on October 1 and ends on September 30. This creates a 3 month "gap" where CDOT has already commenced a new fiscal year while the Federal Fiscal Year is coming to completion. All federal transit projects that are awaiting authorization and obligation during this "gap" period or later must be included in the new STIP in the Roll-Forward column in order to be recognized as valid for federal authorization and obligation.
2. Region Planners/DTR should work with urban transit agency liaisons and the MPO contacts to ensure that urban transit projects are added to the draft STIP during the STIP'd annual update cycle.
3. The DTR contact should work with rural transit agency liaison contacts and the Headquarter Business Office to ensure that rural transit projects are added to the draft STIP during the STIP'd annual update cycle.
4. All roll forwards must be incorporated into the upcoming STIP prior to final adoption by the Transportation Commission, or be subject to following the established amendment processes laid out above

III. During TIP Cycle Updates

- A. Region Planners/DTR should work with FTA and the MPO contacts to ensure federal transit projects that are awaiting authorization and obligation are included in the STIP in the appropriate fiscal year.

Annual STIP Update

The steps below outline the process for the Annual STIP Update. This process is used to maintain an active 4-year STIP window to align with the CDOT principles of Cash Management. This process has been developed with input and concurrence from the FHWA Colorado Division and the FTA Region 8.

The Annual STIP Update typically occurs during the first six months of the year. The typical

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schedule is outlined below; however, an updated schedule may be released at the beginning of an update cycle if timing is impacted by circumstances outside of CDOT's control. The update will include projects identified for funding in the year being added to the STIP, including any Regionally Significant projects, and projects in non-regionally significant program pools. This includes any projects that have been identified for asset management program pools, such as Surface Treatment, Bridge, FASTER Safety, etc.

I. Annual STIP Update Process – Incorporation of New Projects

- A. Region Planners will meet with each TPR or MPO to review projects being added to the new fiscal year in the STIP. These meetings may be set with each individual TPR/MPO or conducted as a joint meeting. These meetings must be concluded by the end of February each year.
- B. Region Planners will enter the additional projects into SAP by the end of February.
- C. OFMB will then publish the Draft STIP for a minimum of 30 days for public review and comment.
 1. Any comments received by the OFMB STIP Manager will, in turn, be forwarded to the appropriate CDOT Region Planner within 3 business days after receiving comments.
 2. CDOT Region Planner responds to the commenter within 5 business days.
 3. CDOT Region Planner provides a copy of the response to the STIP Manager for documentation.
- D. The Transportation Commission will host a public hearing during its April meeting schedule to accommodate any comments made to the Commission in person.
- E. The Transportation Commission will take action to adopt the STIP at its regular May meeting.
- F. Once approved, CDOT will forward a copy of the updated STIP, along with a copy of the Transportation Commission resolution, an updated self-certification, and verification of fiscal constraint with signature from the Chief Financial Officer to FHWA/FTA.
- G. FHWA/FTA will conduct a final review and approval of the updated STIP. Final approval will be sent back to the CDOT Executive Director by the end of June. Copies of the approval will be sent to the Chief Financial Officer, the Division Director for the Division of Transportation Development, and the STIP Manager.
- H. The updated STIP becomes active on July 1 of each year, unless circumstances require delaying the adoption of the STIP by the Transportation Commission, or the approval of the STIP by FHWA or FTA. In the case of a delay, the current STIP will remain active until its expiration date or a new STIP is adopted and approved.

II. Annual STIP Update Process – Prior Unauthorized or Unobligated Funds

- A. Any active projects listed in the first year of the current STIP that are not yet authorized or obligated, or are only partially authorized/obligated, should be rolled into the first year of the new STIP.
 1. Region Planners should work with their respective Business Managers to determine which projects will need to move into the next fiscal year.

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2. All roll-forward determinations must be made prior to the end of the third week of June.

Appendix A - TIP Amendment & Administrative Modification Guidelines

The guidance for each respective MPO's TIP Amendments and Administrative Modifications can be found at the links listed below.

[Denver Regional COG Guidance for TIP Amendments - DRCOG TIP](#)

[Grand Valley MPO Guidance for TIP Amendments - GVMPO TIP](#)

[North Front Range MPO Guidance for TIP Amendments - NFRMPO TIP](#)

[Pueblo Area Council Of Governments Guidance for TIP Amendments - PACOG TIP](#)

[Pikes Peak Area Council of Governments Guidance for TIP Amendments - PPACG TIP](#)

STIP Report

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OVERVIEW OF THE STIP REPORTS

The STIP may also be accessed online at <https://www.codot.gov/business/budget>. An updated web-based version of the STIP is being developed which will allow for additional interactivity including project mapping and the ability to search the STIP.

As mentioned in the Executive Summary in Chapter 1, there two types of projects included in the STIP – Regionally Significant projects and STIP Pool projects. Regionally Significant projects are stand-alone projects that meet specific federal criteria as projects serving regional transportation needs. The addition, deletion, or major changes to Regionally Significant projects require a STIP Amendment which includes public review and approval by the Colorado Transportation Commission. Minor changes can be made administratively via a STIP Administrative Modification. STIP Pool projects are projects that do not meet criteria for identification as Regionally Significant, and are grouped together based on the primary source of funding for that project, such as Surface Treatment funds.

Regionally Significant projects and Program projects are differentiated by the naming convention used. Regionally Significant projects appear in the STIP as: SXX____. The “S” stands for STIP, the XX represents a Transportation Planning Region (TPR) or CDOT Region designation, followed by a four digit project number. STIP Programs are similar, however, a three digit extension is added to designate the projects within the program (i.e. SR15215.073). Regionally Significant projects are identified individually and include information on funding amounts and programmed years. Program projects are “grouped” under the relevant Program (i.e. Surface Treatment) without detailed information on funding amounts or year. This allows more flexibility in funding projects which are ready to move forward in the design and construction process without triggering a STIP Amendment or Administrative Modification.

The STIP is organized by CDOT Region. Statewide projects and programs appear in the Statewide Section of the STIP at the end of the STIP document. All dollars identified in the STIP are in thousands.

Fields in the STIP include the following:

- CDOT Region
- STIP ID – The unique identifier for Regionally Significant projects or STIP Programs
- STIP ID Description – A description of either a Regionally Significant project or STIP Program
- STIP WBS ID – A three digit extension of the STIP ID. Regionally Significant projects are identified by .999, STIP Programs and Pools are identified by .000, and sub-projects within STIP Programs and Pools are identified by .001, .002, etc.

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- STIP WBS Description – Includes the same information as STIP ID field for Regionally Significant projects and STIP Programs, or descriptions of specific sub-projects within STIP Programs and STIP Pools.
- Funding Program – Represents the CDOT funding program associated with a Regionally Significant project or STIP Program.
- STIP Phase – Represents the phase for the projects, such as Design, Construction, Right of Way, Environmental, Utilities, or Miscellaneous.
- Fund Type – Identifies the specific federal and state programs the funding is tied to. For example, federal programs will show in this column as NHPP (FHWA’s National Highway Priority Program), 5307 (FTA’s USC Section 5307 Program), and SHF (Colorado’s Highway User Tax Fund, or gasoline tax). All of these fund types are detailed in the Acronym List in Chapter 8.
- Years – Identifies the funding (in thousands) by State Fiscal Year.

STIP Reports

Additionally, this report is split into two versions. Each version provides a different snapshot of the data included in the STIP. The full STIP Summary report shows all of the projects included in the FY2020 – FY2023 STIP. The Major Projects report shows data that is extracted from the full STIP report in Chapter 4.1. These reports should not be utilized for determining fiscal constraint. For Fiscal Constraint, please refer to the report provided in Chapter 5.

Below is a description of the three STIP project reports:

- The FY2022 - FY2025 STIP. This report lists all of the projects included in the current FY2022 - FY2025 STIP. This report is found under Chapter 4.1.
- The Major Projects report. This report is a subset report which includes all of the regionally significant, major projects across the state. This report is found under Chapter 4.2.



FY2022 - FY2025 STIP
All Projects Report

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
01	SDR6744	Region 1 CMAQ Pool	SDR6744.063	Parker / Quincy Smoky Hill Intersection Improvements	CDR	F	AQC	C	3,044		2,000		
						L	L	C	1,627		1,000		
			SDR6744.064	Inverness Dr West Separated Bikeway	CDR	F	AQC	C	1,111				
			SDR6744.065	Dry Creek Rd Oper Imp: EB Lane (I-25 to Inverness Dr East)	CDR	F	AQC	C	1,665				
		L				L	C	416					
			SDR6744.067	I-76/Baseline Rd. Interchange Signalization	CDR	F	AQC	C	1,200				
			SDR6744.070	Santa Fe Dr. and Mineral Ave. Operational Improvements	RPP	S	SHF	C	150				
		CDR			F	AQC	C	1,286		6,366			
			SDR6744.071	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Oper	CDR	F	AQC	C	3,925				
		L				L	C	1,375					
			SDR6744.072	Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln	CDR	F	AQC	C	1,750				
		L				L	C	1,750					
			SDR6744.073	Sheridan Blvd. Multimodal Improvements	CDR	F	AQC	C	2,000				
			SDR6744.074	US-40 Complete Streets: Violet St. to I-70	MDR	F	STBG	C	2,500				
		L				L	C	625					
			SDR6744.075	120th Ave. Op. Imp: Washington St. to York St.	CDR	F	AQC	C	1,000		5,097		
			SDR6744.076	SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	CDR	F	AQC	C	1,500		4,000		
		L				L	C	3,500					
			SDR6744.078	DRCOG RTO Program (Regional Transportation Operations)	RPP	S	SHF	C	2,000		1,000		
		CDR			F	AQC	D	1,500					
SIN6313	R1 CTP Pool		SIN6313.002	US 6 Tunnels Lighting and Liner	CTP	S	FAS	C	1,949				
						S	FAS	D	2,681				
			SIN6313.005	EJMT Drainage, Pumping, and Heat Trace	CTP	S	FAS	D	610				
	R1 Surface Treatment Program Pool		SR15215.114	SH2 Resurfacing MLK to 52nd	SUR	F	NHPP	R	20				
SR15215	(Unassigned)		SR15215.131	US-6 at Frei Pit Entrance Resurfacing	SUR	F	NHPP	C				2,500	
			SR15215.141	SH85: Florida to I-25	CBP	F	NHPP	C	203				
						S	SHF	C	42				
			SR15215.163	US6: SH119 to SH58/SH93	SUR	F	NHPP	C	5,914				
						S	SHF	C	1,229				
			SR15215.169	US36: 28th St to Table Mesa Dr	SUR	F	NHPP	C	413				
						S	SHF	C	86				
			SR15215.172	SH121: I-70 to 65th Ave	CBP	F	NHPP	C	198				
						S	SHF	C	41				
						SUR	F	NHPP	C	3,728			
						S	SHF	C	775				
			SR15215.173	US40: Genesee to CR-93	SUR	F	NHPP	C	2,991				
						S	SHF	C	621				
			SR15215.180	US 40 Empire Junction to Berthoud Pass (MP 252 to I-70)	CBP	F	NHPP	C			400		
						SUR	F	NHPP	D	148			
						S	SHF	D	30				
			SR15215.181	SH83: E-470 to Arapahoe Rd	SUR	F	NHPP	C	3,656				
						S	SHF	C	760				
			SR15215.182	I-70: Wadsworth to Pecos Resurfacing	CBP	F	NHPP	C			1,500		
			SR15215.185	FY23 Surface Treatment Pool	SUR	F	NHPP	C			37,500		
			SR15215.188	SH-224: I-25 to US-6 Overlay	HAZ	F	HSIP	D	331				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
						S	SHF	D	36				
					SUR	F	NHPP	C					5,600
			SR15215.189	I-70: Chief Hosa to Colfax Ave	SUR	F	NHPP	C					9,500
			SR15215.190	SH-8: Soda Lakes Rd to Bear Creek Blvd	SUR	F	NHPP	C					1,000
			SR15215.191	I-76: Tennyson St to Clear Creek Bridge	SUR	F	NHPP	C					100
			SR15215.192	SH-83: Stroh Rd to Hilltop Rd	SUR	F	NHPP	C					4,000
			SR15215.193	SH-121: Chatfield Ave to Bowles Ave	SUR	F	NHPP	C					5,700
			SR15215.194	SH-265: I-70 to US-6	SUR	F	NHPP	C					4,600
			SR15215.195	US-287: I-70 to 92nd Ave Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	SUR	F	NHPP	C					6,600
	SR15500	SB1 MMOF Funds - DRCOG Controlled	SR15500.001		MDF	L	L	C	8,810		8,815		
	SR16682	R1 Hazard Elimination Pool	SR16682.101	Aurora Signals 2019 Federal Blvd & US-36 Traffic Signals - Replacement w/Mast Ar	HAZ	F	HSIP	C	8				
			SR16682.107		HAZ	F	HSIP	C	1,260				
					S	SHF	C		140				
			SR16682.112	86th & Kipling / 58th & Independence St	HAZ	F	HSIP	C	855				
					L	L	C		95				
			SR16682.113	96th and Tower Rd Intersection Improvements	HAZ	F	HSIP	C	1,066				
					F	HSIP	D		122				
					L	L	C		118				
					L	L	D		13				
			SR16682.114	120th and Chambers Intersection Improvements	HAZ	F	HSIP	C	653				
					F	HSIP	D		76				
					L	L	C		72				
					L	L	D		8				
			SR16682.116	Right Turn Lane from SB Gun Club Rd onto E Hampden	HAZ	F	HSIP	D	117				
					S	SHF	D		13				
	SR16682	R1 Hazard Elimination Pool	SR16682.118	R1 HSIP Pool	IHE	F	HSIP	C					16,000
	SR16684	R1 Traffic Signals Pool	SR16684.043	R1 Traffic Signal Pool	IGN	F	NHPP	C					3,000
			SR16684.048	SH 53 & SH 58 Signal Upgrades	SGA	S	SHF	C	1,045				
			SR16684.053	R1 FY23 Signal Replacement	SGA	S	SHF	C	605		3,000		
			SR16684.055	R1 SW Signals FY23-24	SGA	S	SHF	D	428				
			SR16684.056	R1 West Signals FY23-24	SGA	S	SHF	D	645				
	SR16712	R1 Bridge On System Pool	SR16712.009	R1 Bridge Essential Repairs	CBP	F	NHPP	C	1,641				
					S	SHF	C		158				
			SR16712.070	Expansion Joint Replacement / Repair	CBP	F	NHPP	C			3,500		
			SR16712.085	Region wide wall repair	CWP	S	SHF	C	1,063				
			SR16712.087	R1 Essential Culvert Repairs	CCP	S	FAS	C	146				
			SR16712.096	Package A2 (I-25/I-270) Bridge Prevent MTC	CBP	F	NHPP	C	1,548		766		
					S	SHF	C		149				
			SR16712.097	FY23 Culvert Repairs R1	CCP	S	FAS	C			1,315		
			SR16712.098	Berthoud Pass Walls	CWP	S	SHF	C			594		
			SR16712.099	Annual Migratory Bird Treaty Act Nest Removal	CBP	F	NHPP	C			55		
					F	NHPP	M		69				
					S	SHF	M		6				
			SR16712.101	FY21 R1 Bridge Deck Rehab & Fiber	CBP	F	NHPP	C	2,610				
					S	SHF	C		251				
			SR16712.102	FY22 US-85 & Meadows Pkwy	CCP	S	FAS	C	146				
			SR16712.104	R1 Bridge On-System Pool	CBP	F	NHPP	C			483	6,966	15,000
	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.073	I-70 Mountain Corridor EIS Reassessment	RPP	S	SHF	E	300				
			SR16719.081	SH 5: Permafrost Improvements	RPP	S	SHF	M	1,500				
			SR16719.086	R1 RPP Pool	IRP	S	SHF	C					17,500
	SR16720	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	SR16720.999	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	CDR	F	AQC	C			3,450		
					L	L	C				863		
	SR17002	R1 FASTER Safety Projects Pool	SR17002.104	I-70 at Sheridan and Harlan Safety	HAZ	F	HSIP	C	888				
					F	HSIP	R		44				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
						S	SHF	C	98				
						S	SHF	R	4				
	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.018	Wheat Ridge Wadsworth Blvd Widening: 35th Ave to 48th Ave	CDR	F	AQC	C	5,280				
						L	L	C	1,320				
						HAZ	F	HSIP	C	2,790			
						S	SHF	C	310				
						SGA	S	SHF	C	1,100			
						SUR	F	NHPP	C	2,483			
						S	SHF	C	516				
			SR17012.056	US 285 / Broadway Interchange Op Imp	MDR	F	STBG	C	2,580		3,700		
						F	STBG	D	720				
						L	L	C	245		525		
						L	L	D	180				
						RPP	S	SHF	C	400		400	
			SR17012.060	US 85 / 120th Ave Interchange Preconstruction Activities	MDR	F	STBG	R	2,100				
						L	L	R	2,100				
			SR17012.064	Bridge St & I-76 Interchange	MDR	F	STBG	D	300				
						L	L	D	700				
			SR17012.065	County Line Rd Capacity Improvements: Broadway to University	MDR	F	STBG	C			10,000		
						L	L	C			10,000		
			SR17012.066	13th Avenue Corridor Multimodal Mobility Study	MDR	L	L	M	131				
			SR17012.067	Parker Rd. (SH-83) PEL Study - Mississippi Ave. to Hampden Ave.	MDR	F	STBG	M	1,000				
						L	L	M	500				
						RPP	S	SHF	E	500			
			SR17012.068	Nine Mile Pedestrian and Bicycle Bridge over Parker Rd	MDR	F	STBG	C	2,291				
						L	L	C	849				
			SR17012.069	US-285 Congestion Management Study	RPP	S	SHF	M	150				
			SR17012.070	Oxford Ave. Pedestrian Bridge	MDR	F	STBG	C	200				
						L	L	C	50				
			SR17012.071	US-287/120th Ave. Multimodal & Safety Study	MDR	F	STBG	M	240				
						L	L	M	30				
						RPP	S	SHF	M	30			
			SR17012.072	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marke	MDR	F	STBG	C	92				
						F	STBG	M			44		
						L	L	C	23				
						L	L	M			11		
			SR17012.073	Broomfield Transit Needs Assessment & Pilot Project	MDR	F	STBG	E			160		
						F	STBG	M	280				
						L	L	E			40		
						L	L	M	70				
			SR17012.074	Midway Blvd. Multimodal Corridor Action Plan	MDR	F	STBG	M	160				
						L	L	M	40				
			SR17012.075	Active Transportation Wayfinding Pilot	MDR	F	STBG	M	120				
						L	L	M	30				
			SR17012.077	Transit Speed & Reliability on Federal Blvd.	MDR	F	STBG	D	210				
						F	STBG	M	1,500		700		
						L	L	D	43				
						L	L	M	500		100		
			SR17012.081	Spruce Mountain Rd. Bicycle and Pedestrian Imp: Perry Park t	MDR	F	STBG	C			400		
						L	L	C			111		
			SR17012.082	Ward Rd./BNSF Grade Separation: Preconstruction Activities	MDR	F	STBG	D	800		800		
						L	L	D	200		200		
			SR17012.083	JC-73: SH-74 to Buffalo Park Rd. Operational Improvements	MDR	F	STBG	C	1,753		6,996		
						L	L	C	1,875		1,875		

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
			SR17012.085	Evergreen Lake Trail Improvements	MDR	F	STBG	C	2,614				
						L	L	C	950				
			SR17012.086	SH-7 Preliminary and Environmental Engineering	MDR	F	STBG	E		3,200			
						L	L	E		500			
					RPP	S	SHF	D	300				
						S	SHF	E			100		
	SR17015	R1 DRCOG TAP Pool (TDR)	SR17015.008	Aurora Missing Sidewalk Program	TDR	F	STBG	C			1,965		
						L	L	C			920		
			SR17015.011	C470 Grade Separated Trail Over Acres Green Drive	TDR	F	STBG	C	2,000				
						L	L	C	2,000				
			SR17015.012	Jefferson County Bike Master Plan Update	TDR	F	STBG	M	200				
						L	L	M	75				
	SR17030	I-25 Santa Fe Alameda Interchange Reconstruction	SR17030.999	I-25 Santa Fe Alameda Interchange Reconstruction	MDR	F	STBG	C	10,566		6,000		
						L	L	C	1,500		750		
					RPP	S	SHF	C	500				
	SR17038	R1 Permanent Water Quality Pool	SR17038.005	Denver South Federal Green Blvd PWQ Project	PWQ	F	NHPP	C	288		1,383		
						S	SHF	C	72		345		
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.047	El Paso County Wetland Bank: Akers	MPP	F	STBG	C	144				
					TPP	F	STBG	C	405				
			SPP6156.048	Jackson Creek Regional Trail	TPP	F	TAP	C			300		
						L	L	C			75		
			SPP6156.049	Galley Road Sidewalks	TPP	F	TAP	D	67		76	368	
						L	L	D	16		19	92	
			SPP6156.050	Shooks Run Trail Improvements	TPP	F	TAP	D				145	
						L	L	D				36	
			SPP6156.051	Mobile classroom to educate on Bike and Ped safety to School	TPP	F	TAP	M			136		
						L	L	M			34		
	SPP6726	Metro Pool	SPP6726.002	Colorado Springs Transit Planning & Admin	MPP	F	STBG	M	149		159	159	
						L	L	M	31		33	33	
			SPP6726.021	SH 105 imprmts fr Woodmoore Dr to Lake Woodmoore Dr	MPP	F	STBG	C	1,937				
						L	L	C	402				
			SPP6726.031	South Academy Blvd	MPP	F	STBG	C	4,000				
						L	L	C	831				
			SPP6726.033	Ruxton Avenue Ped and Drainage Corridor Imp	MPP	F	STBG	C			706	2,235	
						L	L	C			146	464	
			SPP6726.034	Jackson Creek Pkwy Expansion	MPP	F	STBG	C	1,299				
						L	L	C	270				
			SPP6726.041	31st St and Fontanero St Bridge Reconstruction	MPP	F	STBG	C			3,756		
						L	L	C			780		
			SPP6726.042	Bradley Road Widening	MPP	F	STBG	C			1,291	1,192	
						L	L	C			38		
			SPP6726.043	SH 67 Phase 1	MPP	F	STBG	C				1,462	
						L	L	C			487		
			SPP6726.044	ADA Compliance Program El Paso County	MPP	F	STBG	C				968	
						F	STBG	D	102		928		
						L	L	C				201	
						L	L	D	21		193		
			SPP6726.045	Link Rd.	MPP	F	STBG	C			800	964	
						L	L	C			137	166	
			SPP6726.046	Upper Glenway Road Reconstruction	MPP	F	STBG	C			145	846	
						L	L	C			30	175	
	SPP7003	Bridge off system Pool in the PPACG area	SPP7003.003	Arnold Ave Br repl west of Mitchell Ave	MPP	F	STBG	C	14				
	SPP7007	Us 24 West Improvemets	SPP7007.999	Us 24 West Improvemets	RPP	F	STBG	C	82				
						S	SHF	C	17				

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	SR25079	Region 2 Transportation Enhancement Reserves	SR25079.079	Joe Martinez Trail in Pueblo West	TAP	F	TAP	C	328				
						L	L	C	82				
			SR25079.087	Westcliffe impmts along Adams, Rosita, 2nd and 3rd Streets	TAP	F	TAP	C			880		
						L	L	C			220		
			SR25079.088	Manitou Creek Walk	TAP	F	TAP	C	200				
						L	L	C	50				
			SR25079.090	Safety Improvements at 31st St and Pikes Peak	TAP	F	TAP	C	168				
						L	L	C	42				
			SR25079.092	El Paso County ADA inventory for ADA improvements	MPP	F	STBG	C	99				
					TAP	F	TAP	M	300		300		
			SR25079.094	US 50 Lighting Project	TAP	F	TAP	D	240				
						L	L	D	600				
	SR25164	Bridge-On Pool	SR25164.073	Bridge repair N-17-D om I-25C	CBP	F	NHPP	D				358	
						S	SHF	D				74	
	SR25216	Region 2 Surface Treatment Projects	SR25216.114	US287 A MP 73 to 76.5	SUR	F	STBG	C	1,000				
			SR25216.125	I-25 South Academy - Southbound only	SUR	F	STBG	C	6,126		5,795		
						S	SHF	C	1,273		1,204		
			SR25216.135	Elizabeth-US 50 to Ridge Dr	SUR	F	STBG	C	132				
						S	SHF	C	27				
			SR25216.136	US50A West of Texas Creek East	SUR	F	STBG	C	570				
						F	STBG	D	118				
			SR25216.137	US50B Preventative Maintenance	SUR	F	STBG	C	1,974		219		
						S	SHF	C	410		45		
			SR25216.138	US50B West of Las Animas	SUR	F	STBG	C	2,065				
						S	SHF	C	429				
			SR25216.140	SH 160 La Veta Pass	SUR	F	STBG	C			3,446	382	
						S	SHF	C			716	79	
			SR25216.145	Us 24 West Surface treatment MP 291 to 297	SUR	F	STBG	C	6,275		697		
						S	SHF	C	1,304		144		
			SR25216.146	Preventative Maintenance US 287A/287B	SUR	F	STBG	C			1,531	170	
						S	SHF	C			318	35	
			SR25216.147	SH 96C Ordway to Arlington	SUR	F	STBG	C	787				
						S	SHF	C	163				
			SR25216.148	SH 207 Manzanola North	SUR	F	STBG	C	1,001		202		
						S	SHF	C	208		42		
			SR25216.149	SH 266A Rocky Ford to SH 109	SUR	F	STBG	C	1,096		1,966		
						S	SHF	C	228		408		
			SR25216.150	I25 Filmore to Garden of the Gods	SUR	F	STBG	C			3,080	1,655	
						S	SHF	C			640	344	
			SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	SUR	F	STBG	C			10,222	1,135	
						S	SHF	C			2,124	236	
			SR25216.152	Us 50A Preventative Maintenance MP 277 to 283	SUR	F	STBG	D	150		1,937		
						S	SHF	D	31		402		
			SR25216.153	US 24A Mill and Overlay Woodland Park to Divide	SUR	F	STBG	C			5,199	1,655	
						F	STBG	D	533				
						S	SHF	C			1,080	344	
						S	SHF	D	110				
			SR25216.154	I25 Mill and Overlay Butte Creek North	SUR	F	STBG	C			413	6,457	
						F	STBG	D	481				
						S	SHF	C			86	1,342	
						S	SHF	D	99				
			SR25216.155	SH 69A Mill and Overlay Hillsdale to Texas Creek	SUR	F	STBG	C			1,021	2,952	
						F	STBG	D	278				
						S	SHF	C			212	613	

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						S	SHF	D	57				
			SR25216.156	US 50B mill and overlay I25 to 36th lane	SUR	F	STBG	C	9,946		4,006	1,753	
						S	SHF	C	2,067		832	364	
			SR25216.157	US 50A Mill and Overlay Coaldale to Region 5	SUR	F	STBG	C				4,917	
						F	STBG	D	382				
						S	SHF	C				1,022	
						S	SHF	D	79				
			SR25216.158	SH109 minor surface rehab from MP 0 to 31	SUR	F	STBG	C	637				
				N Academy, Briargate, Interquest and NORAD rehab on Ramps		S	SHF	C	132				
			SR25216.159		SUR	F	STBG	C	307				
				US 50A Pueblo County Line to West of Purcell Blvd		S	SHF	C	63				
			SR25216.160		SUR	F	STBG	C				9,388	
						S	SHF	C				1,951	
			SR25216.161	SH 47A Preventative Maintenance	SUR	F	STBG	C				1,136	
						S	SHF	C				236	
			SR25216.162	US 24G Falcon Hwy to west of Elbert Rd	SUR	F	STBG	C				3,583	
						S	SHF	C				744	
			SR25216.163	I25 Midway North	SUR	F	STBG	C				5,454	
						S	SHF	C				1,133	
			SR25216.164	I-25 and US 50 B interchange	SUR	F	STBG	D				133	
						S	SHF	D				27	
			SR25216.165	Us 50 Las Animas Area Surface Treatment, ADA impr & Drainage	SUR	F	STBG	C			1,324	124	
						S	SHF	C			275	25	
SR26644	Hazard Elimination Pool		SR26644.074	US 24 Wilkerson Pass Safety Improvements	HAZ	F	HSIP	C	158				
						S	SHF	C	17				
			SR26644.081	US 24 MP 272.62 to 272.87 Blind Curve repair	HAZ	F	HSIP	C	773				
						S	SHF	C	85				
SR26710	Bridge-on Maintenance & Repair Pool		SR26710.048	2020 Critical Culvert Project Region wide	CCP	S	FAS	C	212				
			SR26710.053	US 50 B West of Las Animas East	CBP	F	NHPP	C			1,322	287	
						S	SHF	C			275	59	
			SR26710.054	Us 50 West of Texas Creek to Coaldale	CBP	F	NHPP	C	174				
						S	SHF	C	6				
			SR26710.055	SH 12 P-17-F Bridge Repair	CBP	F	NHPP	C	2,318		82		
						S	SHF	C	481		17		
			SR26710.056	Sh 207A overlay	CBP	F	NHPP	C	374		82		
						S	SHF	C	77		17		
			SR26710.058	SH 96 Westcliffe to Wetmore overlay	CBP	F	NHPP	C	41				
						S	SHF	C	8				
			SR26710.060	I25 Filmore to Garden of the Gods	CBP	F	NHPP	C	231				
						S	SHF	C	48				
			SR26710.061	SH 385 Realignment and New Bridge Structure	CBP	F	NHPP	C	1,951		449		
						S	SHF	C	405		93		
			SR26710.062	Us 50A Preventative Maintenance	CBP	F	NHPP	C			662	66	
						S	SHF	C			137	13	
			SR26710.063	I25 Butte Creek North	CBP	F	NHPP	C			529	1,192	
						S	SHF	C			110	247	
			SR26710.064	SH69A Hillside to Texas Creek	CBP	F	NHPP	C			281		
						S	SHF	C			58		
			SR26710.065	US 50B - I 25 to 26th Lane	CBP	F	NHPP	C			1,370		
						S	SHF	C			284		
			SR26710.066	US 50 Coaldale to Region 5	CBP	F	NHPP	C			190		
						S	SHF	C			39		
SR26867	Regional Priorities Pool		SR26867.060	Sh 160A /I-25C Ped-bike improvements in Walsenburg	RPP	F	NHPP	C	206				
						S	SHF	C	42				

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			SR26867.062	I-25 Exit 11, Exit 8, Safety improvements Raton Pass	RPP	F	NHPP	D	252				
						S	SHF	D	52				
			SR26867.064	US 287 passing lanes	FSA	S	FAS	C	1,000				
			SR26867.065	Us 50 B drainage improvements	RPP	F	STBG	C				817	
						S	SHF	C				172	
			SR26867.069	SH 21 corridor	RPP	F	NHPP	C	351			2,069	
						S	SHF	C	73			430	
			SR26867.070	Us 24 at 31st street	RPP	F	NHPP	C	393				
						S	SHF	C	81				
			SR26867.076	I-25 South from Circle to Fountain SH 94 Impmnts	PWQ	F	NHPP	C	123		907		
						SGA	S	SHF	C	200			
			SR26867.078	US 50 B EA/EIS design	RPP	F	NHPP	D	1,076				
						S	SHF	D	223				
			SR26867.080	US 50 east SE TPR	RPP	F	NHPP	C	1,009		2,885		
						F	STBG	C				1,034	
						S	SHF	C	209		599	215	
			SR26867.086	I-25 Dillon Frontage Road	RPP	F	NHPP	C	993		2,483		331
						S	SHF	C	206		516		69
			SR26867.089	SH 69 widening and Rumble strips	RPP	F	NHPP	D	1,704	72			
						S	SHF	D	354	15			
			SR26867.094	SH 21 -Powers and I-25 Water Quality improvements	PWQ	S	SHF	D	851				
			SR26867.098	US 285 Widening from SH 9 to 6th street	RPP	F	NHPP	C	1,655		2,446		
						S	SHF	C	344		508		
			SR26867.104	SH45 Study	RPP	F	STBG	D					414
						S	SHF	D					86
			SR26867.105	SH 67 North of Woodland Park	RPP	F	STBG	C				1,655	
						S	SHF	C				344	
			SR26867.107	SH 71 Intersection Improvements at SH 96 and CR G	RPP	F	STBG	C					621
						S	SHF	C					129
			SR26867.108	US 50 at Sh 71/CR 18 Signal installation	FSA	S	FAS	C	1,400				
			SR26867.114	Us 24 East	RPP	F	NHPP	C				2,069	
						S	SHF	C				430	
SR26868	Safe Routes to School Region 2 Pool		SR26868.032	City of Canon City Washington and Canon Exploratory Students	SAR	F	STBG	C	627				
						L	L	C	156				
			SR26868.033	City of Pueblo Haaff Elementary	SAR	F	STBG	C	279				
SR27002	Region 2 FASTER Safety Pool		SR27002.031	US 50 B mp 352 to 357.45 add passing lane	SUR	F	STBG	C	153				
			SR27002.046	US 50 West Guardrail Project	FSA	S	FAS	C	2,847				
			SR27002.055	SH115 at US 50 EB Ramp	FSA	S	FAS	C	1,080				
			SR27002.058	US 50B Passing Lanes	FSA	S	FAS	C	1,000				
			SR27002.062	SH165A Guardrail project	FSA	S	FAS	C	500				
			SR27002.063	SH160 By Cr504 West of Walsenburg	FSA	S	FAS	C	1,400				
			SR27002.064	SH 69 Shoulder Widening & Rumble Strips	FSA	S	FAS	C	2,400				
SR27007	ADA Region2 Pool		SR27007.003	ADA improvements in the Pueblo TPR area	ADA	S	SHF	C	410				
SR27011	Multi-Modal Options Funds		SR27011.011	Woodland Park ADA upgrades and Centennial trail overlay	IMF	S	MTF	C	261				
			SR27011.014	Creek Walk Trail Phase 4 and 5	IMF	S	MTF	C	250				
			SR27011.016	MMT Bus Stop improvements	IMF	S	MTF	C	537		537		
			SR27011.017	El Paso County ADA improvements	IMF	S	MTF	C	500		500		
			SR27011.019	Hancock Sidewalk - Sandcreek to Academy Blvd	IMF	S	MTF	C	60		383		
			SR27011.021	3 trail crossings: Rock Island, Shooks Run, & Dublin Park	IMF	S	MTF	C	246				
03	SGJ5028	I 70B 24 Rd. to 15 Street	SGJ5028.999	I 70B 24 Rd. to 15 Street	FSA	S	FAS	D	1,000				
	SIN7007	Pitkin County PM10 Nonattainment area	SIN7007.999	Pitkin County PM10 Nonattainment area	CMA	F	AQC	M	209		210		
						L	L	M	43		43		
	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	RPP	F	NHPP	C				1,824	
						S	SHF	C				175	

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	SIN7022	I-70 Auxillary Lane East Frisco to Silverthorne	SIN7022.999	I-70 Auxillary Lane East Frisco to Silverthorne	RPP	F	NHPP	C				638	
						S	SHF	C				61	
	SNW3660	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	SNW3660.999	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	CMA	F	AQC	M	209		210		
						L	L	M	43		43		
	SR35217	Region 3 Surface Treatment Project	SR35217.028	US 40 Through Steamboat Springs	SUR	F	NHPP	C				2,069	
						S	SHF	C				430	
			SR35217.033	GWS RE Chipseal projects	SUR	F	STBG	C				4,139	
						S	SHF	C				860	
			SR35217.035	Grand Junction RE Chip Seals	SUR	F	STBG	C	596			1,109	
						S	SHF	C	123			230	
			SR35217.041	US 550 South of Montrose	SUR	S	SHF	D	70				
			SR35217.045	I-70 W. Vail Pass Paving	CBP	F	NHPP	C	1,335				
						S	SHF	C	101				
					SUR	F	NHPP	C	2,334				
						S	SHF	C	225				
			SR35217.091	Mountain Residency Chip Seals	SUR	S	SHF	D	87				
			SR35217.103	SH133 Bowie Resurfacing	SUR	S	SHF	D	45				
			SR35217.106	US 6 Clifton to Palisade	SUR	S	SHF	D	75				
			SR35217.114	SH 13 Hamilton South	SUR	F	NHPP	C				2,069	
						S	SHF	C				430	
			SR35217.115	US 24 Leadville	SUR	F	STBG	C	1,870				
			SR35217.116	I-70 Frisco to Silverthorne	CBP	F	NHPP	C	2,204				
						S	SHF	C	212				
					SUR	F	NHPP	C	1,249				
						S	SHF	C	120				
			SR35217.117	Region 3 ADA Improvemets	ADA	S	SHF	C	844				
						S	SHF	D	200				
			SR35217.118	US 50 West of Delta Resurfacing	SUR	F	NHPP	C				7,202	
						S	SHF	C				1,497	
			SR35217.120	US 6 Avon to Dowd	SUR	S	SHF	C	206				
			SR35217.134	US 40 Craig West	SUR	S	SHF	D	83				
			SR35217.136	US 40 and SH 318 Dinosaur	SUR	F	STBG	C	1,241				
						S	SHF	C	258				
						S	SHF	D	55				
			SR35217.143	SH 141B Mesa County	SUR	F	STBG	C				2,732	
						S	SHF	C				567	
						S	SHF	D	65				
			SR35217.145	SH 82 Snowmass Canyon	SUR	F	NHPP	C				5,795	
						S	SHF	C				1,204	
			SR35217.146	SH 9 South of Breckenridge	SUR	F	STBG	D	95				
						S	SHF	D	19				
			SR35217.149	US 50 Montrose West	SUR	S	SHF	D	65				
	SR36607	Region 3 Region Priority Program	SR36607.003	SH 50 PE Corridor Montrose to Sargents	SUR	S	SHF	C	95				
			SR36607.004	SH 92 Austin to Hotchkiss Corridor	RPP	F	STBG	R			250		
						S	SHF	R			17		
			SR36607.011	US 40 Craig East to I-70	RPP	F	NHPP	C			1,000	3,200	2,256
						S	SHF	C			257	750	469
			SR36607.024	US 6A Fruita to I-70B	RPP	F	STBG	R	1,076				
						S	SHF	R	223				
			SR36607.027	US 6 Clifton I-70B to Palisade	RPP	F	STBG	R	993				
						S	SHF	R	206				
			SR36607.028	I-70 West Mountain Corridor PE	RPP	F	NHPP	D					1,551
						S	SHF	D					149
			SR36607.029	SH 82 Glenwood Springs to Aspen PE	TAP	F	TAP	C			1,000		

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						L	L	C			250		
			SR36607.032	Region 3 Shoulder Pool	RPP	F	STBG	C					2,029
						S	SHF	C					196
			SR36607.036	US 550 Montrose South Impv	FSA	S	FAS	C	3,000				
						S	FAS	D	877				
					RPP	F	NHPP	C	2,069		4,125		
						S	SHF	C	430		1,000		
			SR36607.040	US 50 Mesa County To Montrose	SUR	F	NHPP	C	1,076				
						S	SHF	C	223				
	SR36608	Region 3 Bridge On System Program	SR36608.010	R3 - Culvert Repairs	CCP	S	FAS	C	1,996		1,929		
	SR36693	Region 3 Hazard Elimination Program	SR36693.039	R3 Intersection Conflict Warning System	HAZ	F	HSIP	C	292				
						S	SHF	C	32				
	SR36697	Region 3 Hot Spots Program	SR36697.999	Region 3 Hot Spots Program	HOT	S	SHF	C	150				
	SR36700	Region 3 Traffic Signals Program	SR36700.999	Region 3 Traffic Signals Program	SGA	F	STBG	C	1,748		1,250	1,250	
						S	SHF	C	251		250	250	
	SR36711	Region 3 Rockfall Mitigation Program	SR36711.999	Region 3 Rockfall Mitigation Program	CWP	F	STBG	C	1,232				
						S	SHF	C	350				
	SR37003	Region 3 Safe Routes to School Pool	SR37003.010	Grand Valley SRTS Smart Project	SAR	F	STBG	C	81				
						L	L	C	20				
			SR37003.016	GunnSRTS Ohio Avenue Safewalk	SAR	F	STBG	C	733				
						L	L	C	183				
			SR37003.017	HaydenSRTS US 40 MultiModal Safety	SAR	F	STBG	C	750				
						L	L	C	187				
	SR37006	Region 3 FASTER Safety Projects	SR37006.010	Regional Intersection Improvement	FSA	S	FAS	C	2,000				
						S	FAS	D	250				
			SR37006.011	I-70 Game Fence	FSA	S	FAS	C	1,750				
	SR37010	Region 3 Trans Alternative Program	SR37010.012	US40 West Sidewalk Connection-Steambt	TAP	F	TAP	C	1,143				
						L	L	C	285				
	SR37011	Region 3 Wall Asset Management	SR37011.999	Region 3 Wall Asset Management	CWP	F	STBG	C				250	
						S	SHF	C	1			52	
04	SDR6717	DRCOG STP-Metro Pool - R4	SDR6717.019	23388-Downtown ADA Sidewalk Connections: Nederland	IMD	F	STBG	C	150	478			
						L	L	C	10	30			
					IMF	S	MTF	D	150				
			SDR6717.022	23380-SH7 Multimodal Imp: 38th to Cherryvale	IMD	F	STBG	C	152				
						L	L	C	228				
			SDR6717.023	23393-South Boulder Road At-Grade Crossing Improvements	IMD	F	STBG	C		803			
						L	L	C		200			
						L	LO	C		179			
			SDR6717.024	23372-Downtown Boulder Station Improvements	IMD	F	STBG	C			316		
						L	L	C		65			
						L	LO	C			447		
			SDR6717.027	24336-Boulder-Curbside Mgmt Policy & Program	IMD	F	STBG	C		248			
						L	L	C		51			
			SDR6717.028	24530-US287 BRT Feasibility & Safety Study	IMD	F	STBG	C	250				
						L	L	C	100				
	SDR7007	Region 4 - DRCOG Area CMAQ Pool	SDR7007.022	23381-SH7 & 119th Ave Intersection Improvements	ICD	F	AQC	C		2,605			
						L	L	C		7,643			
			SDR7007.023	23389-I-76/Baseline Rd Interchange Signalization	ICD	F	AQC	C	1,015				
						L	L	C	150				
					IMD	F	STBG	C	185	200			
						L	L	C		50			
					RPP	S	SHF	C	150				
			SDR7007.024	23377-Traffic Signalization: Erie Pkwy & WCR7	ICD	F	AQC	C		41			
						L	L	C		106			

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					IMD	F	STBG	C		385			
			SDR7007.025	23507-Coffman St. Busway	ICD	F	AQC	C			2,400		
						L	L	D			1,230		
					IMD	L	L	C			2,520		
					IRP	S	SHF	C			1,230		
			SDR7007.026	23385-SH119 BRT Enhancements	ICD	F	AQC	C			3,070		
						L	L	C			3,630		
					IRP	S	SHF	C			1,700		
			SDR7007.027	23508-28th St Bus. Access Transit Lanes	IMD	F	STBG	C	4,560				
						L	L	C	1,140				
			SDR7007.029	24255-Erie Signal System Communications	ICD	F	AQC	C	705				
						S	SHF	C	14				
			SDR7007.030	24337-Boulder- ATSPM & System Comm.	ICD	F	AQC	C	320		1,029		
						L	L	C	80		257		
	SDR7118	DRCOG Safer Main Streets	SDR7118.001	24270-Safer Signals, Safer Streets	MD9	F	STBG	C		435			
						L	L	C		108			
			SDR7118.003	24272-30th Street - Separated Bike Lane	MD9	F	STBG	C		2,300			
						L	L	C		575			
			SDR7118.004	24273-US36 Inter. Improvement Projects	MD9	F	STBG	C		240			
						L	L	C		60			
			SDR7118.005	24274-County Line Rd (Telleen to Evans)	MD9	F	STBG	C		2,360			
						L	L	C		590			
			SDR7118.006	24275-SH119&Sunset St.Multimodal Safety	MD9	F	STBG	C		1,200			
						L	L	C		300			
			SDR7118.007	24276-Nederland Crosswalk Improvements	MD9	F	STBG	C		240			
						L	L	C		60			
			SDR7118.008	24277-US36 Bikeway Ext.-Rock Creek Pkwy	MD9	F	STBG	C		320			
						L	L	C		80			
	SNF5095	NFR Transp Alternative Program	SNF5095.003	21993-North LCR 17 Expansion (Willox Lane to US287/SH14)	PNF	F	STBG	C		356			
						L	L	C		343			
						L	LO	C		1,155			
					TNF	F	TAP	C		150			
						L	L	C		66			
			SNF5095.004	21992-Little Thompson River Corridor Trail - Phase 1a	TNF	F	TAP	C		155			
						L	L	C		38			
			SNF5095.005	23042-Poudre River Trail Realignment	ITN	F	TAP	C	15		15		
					TNF	F	TAP	C	255		253		
						L	L	C	97		160		
	SNF5173	CMAQ Pool- North Front Range TPR	SNF5173.056	23046-N Taft Ave & US 34 Intersection Imp	CNF	F	AQC	C	3,330				
						L	L	C	692				
						L	LO	C	1,224				
			SNF5173.058	23045-Phase 3 Fiber	CNF	F	AQC	C	309		2,066		
			SNF5173.059	23048-Citywide Signal Timing	CNF	F	AQC	C			273		
						L	L	C			10		
	SNF5788	NFR STP Metro Pool	SNF5788.045	21995-SH257 & Eastman Park Drive Intersection	PNF	F	STBG	C		1,000			
						L	L	C		266			
						L	LO	C		280			
					SGA	S	SHF	C	145				
					SUR	F	NHPP	C	1,125				
			SNF5788.047	21996-Timberline Road Corridor Improvements	PNF	F	STBG	C		2,695			
						L	L	C		1,033			
			SNF5788.049	23044-WCR74/WCR33 Roundabout	MNF	F	STBG	C			1,091		
						L	L	C			226		
						L	LO	C	1,230		1,953		

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
			SNF5788.050	23049-Widening & Roundabout 37th St/47th Ave	MNF	F	STBG	C			1,118		
						L	L	C			232		
						L	LO	C			2,018		
			SNF5788.051	23047-LCR19 (Taft Hill) Improvements	MNF	F	STBG	C	3,834				
						L	L	C	797				
						L	LO	C	748				
			SNF5788.054	24380- 83rd Ave Roadway Improvements	MNF	F	STBG	C			1,362		
						L	L	C			283		
						L	LO	C			3,477		
			SNF5788.055	37th St Widening	LOM	L	L	C			9,916		
SR45218	Region 4 Surface Treatment		SR45218.001	23233-Project Admin (Pre-Con Activities)	SUR	S	SHF	D	1,800		1,800	1,800	
			SR45218.186	20986-SH7: 28th St - US287 mp52-60.2	CBP	F	NHPP	C	198				
						S	SHF	C	41				
						SUR	F	NHPP	C			3,071	
						S	SHF	C			638		
			SR45218.191	22845-US85: South of Platteville NB & SB	SUR	F	NHPP	C	1,241		1,363		
						S	SHF	C	258		283		
			SR45218.193	21850-I-76 & US 34 Ft Morgan Area Resurfacing	CBP	F	NHPP	C	13				
						S	SHF	C	1				
						SUR	F	NHPP	C	1,270			
						S	SHF	C	122				
			SR45218.194	21861-SH71: Woodrow North 156-174.4	SUR	F	NHPP	C	827				
						S	SHF	C	172				
			SR45218.196	21851-US36D: Last Chance West 130-135.8	CBP	F	NHPP	C	178				
						S	SHF	C	37				
						SUR	F	NHPP	C	1,416			
						S	SHF	C	294				
			SR45218.207	23169-SH 52:Prospect Valley E Phase 1	CCP	S	FAS	C	293				
						SUR	F	NHPP	C	4,164			
						S	SHF	C	443				
			SR45218.211	23423- SH 257 Windsor Resurfacing	CBP	F	NHPP	C	199		49		
						S	SHF	C	41		10		
						SUR	F	STBG	C	1,655	2,069		
						S	SHF	C	344		430		
			SR45218.213	23494-I76 Slabs and Diamond Grind MP66-73.9	ISB	S	267	C			11,362		
			SR45218.214	21854-SH 385: Phillips/Yuma CL South	SUR	F	NHPP	C	796				
						S	SHF	C	103				
			SR45218.215	23513-US 385 North of Cheyenne Wells	ISB	S	267	C			14,539		
			SR45218.216	23509-SH52 Resurfacing Prospect Valle P2	ISB	S	267	C			4,652		
			SR45218.217	23468-I-76: East of Sterling	ISB	S	267	C			8,046		
			SR45218.218	22465-SH 138: Sterling North Part 2	ISB	S	267	C			1,750		
						SUR	F	NHPP	C	5,744	4,686		
						S	SHF	C	1,194		974		
			SR45218.219	21472-SH 14B Cameron Pass East	CBP	F	NHPP	C	105		26		
						S	SHF	C	22		5		
						SUR	F	NHPP	C			4,139	
						S	SHF	D			860		
			SR45218.220	24204- US36B: Lyons South	IST	F	NHPP	C				4,533	
						S	SHF	C			942		
						SUR	F	NHPP	C		1,842		
						S	SHF	C			383		
			SR45218.221	24208- SH71: Region Line North	CBP	F	NHPP	C			66		
						S	SHF	C			13		
						SUR	F	NHPP	C		6,928	11,415	

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						S	SHF	C		1,440	2,373	
			SR45218.222	SATBD-1A Wellington South	CBP	F	NHPP	C		173		
						S	SHF	C		36		
					SUR	F	NHPP	C		3,167	3,167	
						S	SHF	C		658	658	
			SR45218.223	20960- US34/36 Resurfacing Estes Park	SUR	F	NHPP	C	3,311	2,427		
						S	SHF	C	688	504		
			SR45218.224	24206- SH14C: Pawnee Pass-Sterling Part 2	SUR	F	NHPP	C			2,736	
						F	SHF	C			67	
			SR45218.225	24205-I-76A:Sterling East Part2 SlabDiam	SUR	F	NHPP	C		1,241	1,147	
						S	SHF	C		258	391	
			SR45218.226	24200-US85C: Platteville North	SUR	F	NHPP	C		3,577	3,905	
						S	SHF	C		743	811	
			SR45218.227	24199- SH52A: Hudson East	SUR	F	NHPP	C			1,630	
						S	SHF	C			369	
			SR45218.228	24171-SH119 Nederland West to Roundabout	SUR	F	NHPP	C	1,725	1,759		
						S	SHF	C	358	365		
			SR45218.229	17217-SH 14 Weld/Logan County-East	CBP	F	NHPP	C			33	
						S	SHF	C			6	
			SR45218.230	20867-US 385 Holyoke North	RPP	F	NHPP	C	1,407			
						S	SHF	C	292			
					SUR	F	NHPP	C	4,553	3,298		
						S	SHF	C	946	685		
			SR45218.232	18808-US 85 to O Street Business Surface	SUR	F	NHPP	C	2,897	1,738		
						S	SHF	C	602	361		
			SR45218.234	23603-SH 257 Windsor Resurfacing Eastman to 34	SUR	F	NHPP	C		2,897	1,874	
						S	SHF	C		602	389	
SR46598	Region 4 Bridge On System Pool		SR46598.054	20952-I-25 RR Bridge Preventative Maintenance	CBP	F	NHPP	C	881			
						S	SHF	C	84			
			SR46598.060	22629-I-70 Agate Structure Rehab	CBP	F	NHPP	C		1,060	3,500	
						S	SHF	C		102	337	
			SR46598.061	23053-R4 Culvert Prioritization & Repairs	CCP	S	FAS	C	1,051	1,108		
			SR46598.062	23014 -Eastern Plains Timber Bridges Non-BE	CBP	F	NHPP	C	2,223	1,284		
						S	SHF	C	461	267		
			SR46598.063	24243- US 6 Timber Replacements B-27-A	CBP	F	NHPP	D	1,376	1,367		
						S	SHF	D	286	284		
			SR46598.064	22495-Boulder Polyester Overlay	CBP	F	NHPP	C	782	1,457		
						S	SHF	C	162	302		
					IBR	F	NHPP	C	782	1,457		
						S	SHF	C	162	302		
			SR46598.066	SATBD-I-76:Lost and Bijou Creek	CBP	F	NHPP	C			1,468	
						S	SHF	C			141	
			SR46598.067	SATBD-SH:Beaver Creek	CBP	F	NHPP	C			745	
						S	SHF	C			154	
			SR46598.068	SATBD-SH 52:Rock and Antelope Creek	IBR	F	NHPP	C			298	
						S	SHF	C			61	
SR46600	Region 4 RPP Non-Regionally Significant		SR46600.068	23160-SH 71: Climbing Lanes	RPP	F	STBG	C	4,801			
						S	SHF	C	998			
			SR46600.071	21907-Peckham Grade Separated Intersection	FSA	S	FAS	C	1,545			
					RRC	F	RRX	C	1,817	1,827	1,837	
			SR46600.085	22975-US40/US 287 Passing Lane Design & Construction	FSA	S	FAS	C	2,231			
			SR46600.090	10001-R4 Interstate Funding Program	RPP	F	NHPP	D	2,078	2,078	2,078	
						S	SHF	D	200	200	200	
			SR46600.093	23399-Signalization of US34/SH257 Ramps	SGN	F	STBG	C	245			

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			SR46600.097	24416-US40/287 & CR109 Intersection in Hugo	RPP	F	NHPP	C	620				
						S	SHF	C	129				
SR46601	Region 4 Bridge Off System Pool		SR46601.030	22628-Logan County Structure LOG93-60.5-243	BRO	F	STBG	C		1,164			
						L	L	C		248			
			SR46601.032	23137-Little Thompson (WEL019.0-046.5)	BRO	F	STBG	C		500			
						L	L	C		125			
			SR46601.033	23491-1st St Irrigation Canal (LOV180W)	BRO	F	STBG	C		436			
						F	STBG	D		64			
						L	L	C		109			
						L	L	D		16			
			SR46601.034	23493-Blake St/N Fork of Rep River-Wray	BRO	F	STBG	C		547			
						F	STBG	D		80			
						L	L	C		136			
						L	L	D		20			
			SR46601.035	24264-7th Street Bridge (WIN017.0-064.0A)	BRO	F	STBG	C		273			
						L	L	C		56			
SR46606	Region 4 Faster Safety Pool		SR46606.070	10004-Intersection Safety Improvements	FSA	S	FAS	C	5,000				
					IFS	S	FAS	C			5,000		
			SR46606.072	21866-SH14.B Safety Assessment Projects mp 62-103	FSA	S	FAS	C	995				
			SR46606.090	22443-Canyon and Folsom Signal Upgrades	FSA	S	FAS	C	105				
			SR46606.101	24036-I-76 Cable Rail: MCR 11 East	FSA	S	FAS	C	500				
					IFS	S	FAS	C				6,500	
						S	FAS	D			500		
SR46666	Region 4 Hazard Elimination Pool		SR46666.060	21966-US287 (College Ave) & Trilby Road	FSA	S	FAS	C	1,042				
					HLZ	F	HSIP	C		2,025			
						S	SHF	C		225			
			SR46666.071	22456 US 287 & SH 52 Intresection Impv.	HAZ	F	HSIP	C	3,042				
						S	SHF	C		338			
					IHE	F	HSIP	C			540	540	
						S	SHF	C			60	60	
			SR46666.072	23015-R4 Signal Head Backplate Install	HAZ	F	HSIP	C	53				
						S	SHF	C		5			
			SR46666.073	24017- US 36 Guardrail	HAZ	F	HSIP	D	155				
						S	SHF	D		17			
					IHE	F	HSIP	C			630		
						S	SHF	C			70		
			SR46666.074	23883- SH 93 and SH 170 Signal Impv.	IHE	F	HSIP	C			81		
						S	SHF	C			9		
			SR46666.075	23884- SH7 and 95th St. Signal Impv.	IHE	F	HSIP	C			85		
						S	SHF	C			9		
			SR46666.076	23885- US 287 and Niwot Rd Signal Impv.	IHE	F	HSIP	C			76		
						S	SHF	C			8		
			SR46666.077	23877- Signal Upgrades at 17 Intersec.	HLZ	F	HSIP	C	725				
						L	L	C		80			
			SR46666.078	23878- SH52 & CR59 Install of ICWS & LED	HLZ	F	HSIP	C	103				
						S	SHF	C		11			
			SR46666.079	23879- Lemay Ave and Drake Rd Impv.	HLZ	F	HSIP	C	810				
						L	L	C		90			
			SR46666.080	23880- 95th St & Lookout Rd. Impv.	HLZ	F	HSIP	C	390				
						L	L	C		43			
			SR46666.081	23881- Timberline Rd and Carpenter Impv.	HLZ	F	HSIP	C	626				
						S	SHF	C		69			
			SR46666.082	23882-Hill St & 1st Intersection Impv.	HLZ	F	HSIP	C	243				
						L	L	C		27			

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
			SR46666.083	23895- Baseline Rd & Canyon Creek Rd.	IHE	F	HSIP	C			155		
						L	L	C			17		
			SR46666.084	23928- Baseline Rd & Broadway, etc.	IHE	F	HSIP	C			859		
						L	L	C			95		
			SR46666.085	23896-Timberline Rd/Lincoln Ave/Mulberry	IHE	F	HSIP	C			1,371		
						L	L	C			152		
			SR46666.086	23897-US34&WCR 17 Traffic Sig. Upgrades	IHE	F	HSIP	C			113		
						L	L	C			12		
			SR46666.087	23898-US 85 Business & 8th Ave	IHE	F	HSIP	C			47		
						L	L	C			5		
			SR46666.088	23899- CR 38E & CR 73C	IHE	F	HSIP	C			216		
						L	L	C			24		
			SR46666.089	23900- US 34 and Glade Rd	IHE	F	HSIP	C			550		
						L	L	C			61		
			SR46666.091	24352- R4 Ped & Bicycle Safety Study	HAZ	F	HSIP	M	102				
						S	SHF	M		11			
SR46668	10006-Region 4 Traffic Signals Pool		SR46668.999	10006-Region 4 Traffic Signals Pool	SGA	S	SHF	C	1,854		1,500	1,500	
SR47007	Region 4 MMOF Pool		SR47007.001	23937-Greenway Trail: CR37 to Stagecoach Ave	IMF	L	L	D	350				
						S	MTF	D	350				
			SR47007.003	23924-St Vrain Greenway Phase 13 SH119	IMF	L	L	D	1,250				
						S	MTF	D	1,250				
			SR47007.004	23923-Rock Creek & Coal Creek Trail Connection	IMF	L	L	D	400				
						S	MTF	D	400				
SR47020	R4 Transportation Alternatives Pool		SR47020.035	23383-SH66 & WCR7 Pedestrian Underpass	ITD	F	TAP	C	320		1,255	825	
						L	L	C	80		314	206	
			SR47020.038	23631-South Boyd Lake Trail	TAP	F	TAP	C	400				
			SR47020.039	23639-WCR23/Great Western Trail Connect	TAP	F	TAP	C	500				
			SR47020.040	23637-Fall River Trail	TAP	F	TAP	C			955		
						L	L	C			238		
			SR47020.041	23629-47th St Sidewalk Improve (RRXing)	TAP	F	TAP	C			509		
						L	L	C			127		
			SR47020.042	23632-NonMotor Sidewalk at 57th St/US287	TAP	F	TAP	C	900				
						L	L	C	224				
			SR47020.043	23628-Limon Sidewalks Main St & SH24 N	TAP	F	TAP	C			320		
						L	L	C			80		
SR47021	Region 4 ADA Pool		SR47021.011	23621-ADA Ramp and Curbs - Ft. Lupton	ADA	S	SHF	C	1,320				
SSP4428	I-25 North Corridor - Denver to FC		SSP4428.012	215064-25: SH60 to SH14 Design Build	ISB	S	267	C	42,420		93,401	18,407	
			SSP4428.014	22831-N I-25: WCR 38 to SH 402 mp 247-255.23	FSA	S	FAS	C	5,000		10,000		
SUF5001	CMAQ Pool Upper Front Range		SUF5001.006	23040-US36/Community Drive Int Imp	CUF	F	AQC	C		750			
						L	L	C		155			
						L	LO	C		540			
			SUF5001.007	24320-Wellington Roundabout SH1,LCR9, & LCR62E	CUF	F	AQC	C		710			
						L	L	C		147			
05	SR55062	R5 Enhancement Pool	SR55062.057	Del Norte Revitalization	TAP	F	TAP	C	379		570		
						L	L	C	94		142		
			SR55062.058	Bayfield SUP Improvements	TAP	F	TAP	C	188				
						L	L	C	47				
SR55219	Region 5 Surface Treatment Pool		SR55219.014	Resurfacing Design	SUR	S	SHF	C	100				
			SR55219.133	SH17 MP 84.5 to 118.5	SUR	F	NHPP	C	2,650				
			SR55219.140	SH 141 N of Naturita Rural Road Overlay	SUR	F	NHPP	C	6,209				
						S	SHF	C	1,290				
			SR55219.143	US 50 Sargents West to R3 Surf Treat	SUR	F	NHPP	C	1,535				
						S	SHF	C	319				
			SR55219.144	US 160 West & Cortez PCCP Rehab/Grind	SUR	F	NHPP	C	1,241				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
						S	SHF	C	258				
			SR55219.145	SH145 Dolores Rico US160 Cortez Htr RePav	CBP	F	NHPP	C	31				
					SUR	F	NHPP	C	1,448				
						S	SHF	C	301				
	SR56157	R5 Bridge Pool	SR56157.025	R5 Bridge, Culvert, Wall Repair, and Rehab	CBP	S	SHF	C	250				
					CCP	S	FAS	C	650				
						S	FAS	D	55				
						FSA	S	FAS	C	4,400			
						ITI	F	NHPP	C	1,700			
						S	SHF	C	700				
			SR56157.027	R5 Wall Pool	CWP	F	NHPP	C	645				
						S	SHF	D	228				
	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.078	US 24 Johnson Village East Deer Fencing	HAZ	F	HSIP	C	400				
						HOT	F	NHPP	C	33			
	SR57004	R5 FASTER Highway Safety Pool	SR57004.030	US 550 Connection to US 160	CBP	F	NHPP	C	69				
						RPP	F	NHPP	C	2,924		2,486	
						S	SHF	C	608		516		
						SUR	F	NHPP	C	14,272			
						S	SHF	C	2,200				
			SR57004.036	R5 Intersection Projects		FSA	S	FAS	C	662			
						S	FAS	D	200				
						HOT	S	SHF	C	85			
						SGA	S	FAS	C	750			
						SGN	S	SHF	C	245			
	SR57008	ADA Pool	SR57008.001	ADA Pool	ADA	S	SHF	C	576				
ST	SST5269	On-System Bridge Pool	SST5269.000	On-System Bridge Pool	BTP	F	STBG	M	524		574		
			SST5269.999	On-System Bridge Pool	BBP	F	STBG	M	1,612				
		Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.000	Statewide Intelligent Transportation Systems Program (TSMO)	ITI	F	STBG	M	3,076		8,279	8,279	
				ITS RAMP METER CONTROLLER UPGRADES		S	SHF	M	649		1,721	1,721	
			SST5273.100	ITS RAMP METER CONTROLLER UPGRADES	ITI	S	SHF	M	8				
			SST5273.113	ITS FIBER TO STATE BUILDINGS IN R1&R4	ITI	S	SHF	C	6				
						S	SHF	U	8				
			SST5273.115	ITS CV RoadSide Units	ITI	S	SHF	D	1				
			SST5273.116	ITS FIBER ON I-76(Wiggins to Sterling)	ITI	S	SHF	D	40				
			SST5273.118	ITS Fiber Install on S I25 (Wals-NM)	ITI	S	SHF	C	3,799				
						S	SHF	D	7				
	SST5274	Statewide Metro Planning Program	SST5274.000	Statewide Metro Planning Program	TRN	F	5303	M	2,444	1,962	2,493	2,543	2,594
	SST6727	5310 Rural	SST6727.000	5310 Rural	TRN	F	5310	M	715	1,575	729	743	759
						L	L	M	514	600	520	530	540
	SST6728	Statewide Transit USC Section 5304 Pool	SST6728.000	Statewide Transit USC Section 5304 Pool	TRN	F	5304	M	433	1,288	433	433	411
				DRCOG - HOPE Underserved Transit Needs Study		L	L	M	105	322	105	105	105
			SST6728.008	DRCOG - HOPE Underserved Transit Needs Study	DIR	F	5304	M	180				
						L	LO	M	20				
			SST6728.009	PPACG-MMT Academy Blvd High Capacity Transit Corridor Improv	DIR	F	5304	M	40				
						L	LO	M	40				
	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.000	Statewide Transit USC Section 5311 Pool	TRN	F	5311	M	13,736	13,866	13,541	13,811	14,715
						L	L	M	9,688	3,366	3,433	3,502	3,572
			SST6729.042	DRCOG - Transit Operating and Capital	TRN	F	5311	M	800		800	830	850
						L	L	M	600		600	620	650
			SST6729.043	Pueblo - SRDA Admin and Operating	TRN	F	5311	M	100		100	100	100
						L	L	M	28		28	28	28
	SST6731	5310 Large UZA	SST6731.024	NFR - Goods and Services for Snrs and Indv with Disabilities	TRN	F	5310	M	245		250	255	260
						L	L	M	61		63	64	65
			SST6731.029	MMT-PPACG Improve Mobility for Snrs and Indv w Disabilities	TRN	F	5310	M	450		450	450	

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
						L	L	M	112		112	112	
			SST6731.031	5310 - Denver Aurora	TRN	F	5310	M	1,800	233	1,800	1,800	1,800
						L	L	M	450		450	450	450
SST6732	5310 Small UZA		SST6732.000	5310 Small UZA	TRN	F	5310	M	1,180	2,644	1,180	1,180	1,180
			SST6732.007	NFRMPO Mobility Management	TRN	F	5310	M	27		27	27	27
						L	L	M	7		7	7	7
			SST6732.012	PACOG - SRDA Vehicle Replacements	TRN	F	5310	M	56		56		
						L	L	M	18		18		
			SST6732.015	Pueblo - SRDA Operating	TRN	F	5310	M	85		85	85	85
						L	L	M	85		85	85	85
			SST6732.020	GVMPPO - Mesa County MOB	TRN	F	5310	M	59		60	61	62
						L	L	M	16		17	17	18
SST6740	Statewide Transit USC Section 5309 Pool		SST6740.010	RTD Fixed Guideway Improvements, Upgrades and Maintenance	TRN	F	5337	M	18		18	19	20
						L	L	M	5		5	5	5
SST6741	Statewide Transit USC Section 5307 Pool		SST6741.016	RTD-Preventative Maintenance: Transit Vehicle Overhaul & Mai	DIR	F	5307	M	68,800		70,900	73,000	75,200
						L	LO	M	26,900		29,400	30,300	31,200
			SST6741.028	Pueblo - Transit Operating Assistance	DIR	F	5307	M	2,092		2,092	2,092	2,092
						L	LO	M	1,418		1,418	1,418	1,418
			SST6741.086	NFR - Fort Collins Demand Response Paratransit Service	DIR	F	5307	M	437		437	400	400
						L	LO	M	656		656	600	600
			SST6741.101	NFR - Transfort Fixed Route Bus Service Including FLEX	DIR	F	5307	M	2,136		2,136	2,200	2,200
						L	LO	M	2,136		2,136	2,200	2,200
			SST6741.111	NFR - Fort Collins Maintain, Repair and Replace Assets	DIR	F	5307	M	1,934		1,934	1,090	1,090
						L	LO	M	483		483	272	272
			SST6741.112	NFR - Greeley GET Operating Assistance 50/50	DIR	F	5307	M	1,014		1,034	1,120	1,142
						L	LO	M	1,014		1,034	1,120	1,142
			SST6741.113	NFR - Greeley GET ADA Operations 80/20	DIR	F	5307	M	365		372	542	553
						L	LO	M	186		190	136	138
			SST6741.114	NFR - Greeley GET Preventative Maintenance 80/20	DIR	F	5307	M	1,008		1,029	1,049	1,070
						L	LO	M	252		257	265	271
			SST6741.121	NFR - Colt Fixed Route Operations	DIR	F	5307	M	340		340	340	340
						L	LO	M	340		340	340	340
			SST6741.124	PPACG - MMT Operating	DIR	F	5307	M	1,414				
						L	LO	M	141				
			SST6741.125	PPACG - MMT Planning Projects	DIR	F	5307	M	406	1,618			
						L	LO	M	101	1,700			
			SST6741.127	PPACG - MMT Vehicle Purchase (7)	DIR	F	5307	M	1,489			485	
						L	LO	M				121	
			SST6741.128	PPACG - MMT Vehicle Storage Facility Expansion	DIR	F	5307	M		10,296			
						L	LO	M		2,574			
			SST6741.129	PPACG - MMT Downtown Transit Center	DIR	F	5307	M	7,336		7,409		
						L	LO	M	1,834		1,852		
			SST6741.130	NFR - GET Paratransit Bus Replacement	DIR	F	5307	M	101	157			
						L	LO	M	20	31			
			SST6741.131	NFR - Loveland/COLT Capital Costs of Contracting	DIR	F	5307	M	193		193	193	193
						L	LO	M	48		48	48	48
			SST6741.132	Grand Valley - Urbanized Area Formula Capital	DIR	F	5307	M		170			
			SST6741.133	Grand Valley - Urbanized Area Formula Operating	DIR	F	5307	M	1,948		1,987	2,027	2,068
						L	LO	M	1,948		1,987	2,027	2,068
			SST6741.134	NFR - Loveland Maintain, Repair and Replace Assets	DIR	F	5307	M	211		211	211	211
						L	LO	M	52		52	52	52
SST6751	Safe Routes to School Pool		SST6751.053	Mesa County GVMPPO SRTS	SAR	F	STBG	M	81				
						L	L	M	20				
			SST6751.054	Center Consolidated Schools	SAR	F	STBG	M	184				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
			SST6751.055	City and County of Denver	SAR	F	STBG	M	66				
						L	L	M	16				
	SST6803	DTD CMAQ Pool	SST6803.069	Regional TDM Program: DRCOG	CDR	F	AQC	M	4,400				
						L	L	M	100				
			SST6803.098	RTD Bus Purchases	CDR	F	AQC	M	1,000		1,000		
						L	L	M	250		250		
					ICD	F	AQC	M	1,000				
						L	LO	M	250				
			SST6803.099	RTD - Micro Transit Service & Mobility Options: North I-25	ICD	F	AQC	M	375		388		
						L	LO	M	94		97		
			SST6803.102	RTD TSP DATA MANAGEMENT	ICD	F	AQC	M	350				
			SST6803.103	RTD TSP CONDITIONALITY	ICD	F	AQC	M	123				
	SST7002	Statewide Planning and Research Funds	SST7002.999	Statewide Planning and Research Funds	SPR	F	SPR	M	11,775				
						S	SHF	M	2,943				
	SST7003	Special Projects Pool	SST7003.008	CDOT Engineering Software Transition (CEST)	HQI	S	SHF	M	450				
	SST7007	CMAQ NORTH FRONT RANGE POOL	SST7007.011	COLT CNG Bus Replacement	FTA	F	AQC	M		1,008			
						L	L	M		210			
			SST7007.016	COLT Diesel Bus Replacement	FTA	F	AQC	M		504			
						L	L	M		105			
			SST7007.017	Transfort Electric Bus Purchase	CNF	F	AQC	M	1,568		2,798		
						L	L	M	326		582		
	SST7035	Faster Transit and Rail Division Funds	SST7035.000	Faster Transit and Rail Division Funds	BOP	S	FAS	M	2,150		2,150	2,150	2,150
						IFT	S	FAS	M	5	5	5	5
						STL	S	FAS	M	3,000	3,000	3,000	3,000
						TRG	S	FAS	M	4,600	4,600	4,600	5,000
			SST7035.220	City of Fort Collins - Flex Regional Operating	TRG	L	LO	M	200		200	200	200
						S	FAS	M	200		200	200	200
			SST7035.257	Mountain Metro - Fixed Route Vehicle Replacements	IFT	L	LO	M	175		175	175	175
						S	FAS	M	700		700	700	700
			SST7035.297	RTD - Bus Replacements	IFT	L	LO	M	625		750	750	750
						S	FAS	M	2,500		3,000	3,000	3000
			SST7035.332	DRCOG - HST/FASTER Set Aside Fund Operating Projects	IFT	L	LO	M			325		
						S	FAS	M			325		
			SST7035.333	DRCOG - HST/FASTER Set Aside Fund Mobility Management Proj's	IFT	L	LO	M			65		
						S	FAS	M			260		
			SST7035.334	DRCOG - HST/FASTER Set Aside Fund Capital Projects	IFT	L	LO	M			39		
						S	FAS	M			158		
			SST7035.335	DRCOG - HST/FASTER Set Aside Fund Planning Projects	IFT	L	LO	M			2		
						S	FAS	M			8		
			SST7035.336	NFR - Outrider GET Poudre Express Greeley - Fort Collins	TRG	L	LO	M	365		365	365	365
						S	FAS	M	200		200	200	200
	SST7047	FTA 5339 Rural Grant Program	SST7047.000	FTA 5339 Rural Grant Program	TRN	F	5339	M	3,500	7,000	3,500	3,500	3,500
						L	L	M	875	1,670	875	875	875
	SST7064	FTA 5339 Small UZA	SST7064.000	FTA 5339 Small UZA	TRN	F	5339	M	1,347	2,694	1,347	1,347	1,347
						L	L	M	365	730	365	365	365
			SST7064.006	GVMP0 - Bus Replacement(s)	TRN	F	5339	M	630	1,218	630	630	630
						L	L	M	157	304	157	157	157
	SST7065	FTA 5339 RTD Large UZA	SST7065.002	RTD Capital Improvements: Bus and Facilities Funding	TRN	F	5339	M	6,350		6,540	6,730	6,940
						L	L	M	1,600		1,640	1,690	1,740
	SST7066	FTA 5339 Fort Collins Large UZA	SST7066.028	NFR - Repair/Replace/Enhance projects related to Rolling Sto	TRN	F	5339	M	399		399	399	1,461
						L	L	M	100		100	100	365
	SST7067	FTA 5339 Colorado Springs	SST7067.001	PPACG - MMT Fixed Route Vehicle Purchase	DIR	F	5339	M	701		708	715	980
						L	L	M	175		177	178	200
	SST7071	FTA 5337 State of Good Repair - Denver Aurora	SST7071.000	FTA 5337 Denver-Aurora	DIR	F	5337	M	18,400		18,900	19,500	20,100

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						L	L	M	4,600		4,750	4,900	5,100
	SST7072 SB267		SST7072.011	GVRTA - Mobility Hub Planning	ISB	S	267	M			500		
			SST7072.012	GVRTA - US 6B North Avenue Enhanced Transit Corridor Study	7PT	L	LO	M	338	38			
						S	267	M	1,350	150			
					ISB	S	267	M			500		
	SST7073 5339 (b) Discretionary		SST7073.000	5339 (b) Discretionary	TRN	F	5339	M		3,392			
						L	L	M		848			
			SST7073.005	NFR - Loveland Repair, Replace, or Purchase Rolling Stock	TRN	F	5339	M	85		85		1,461
						L	L	M	21		21		365
			SST7073.006	MMT - Bus Storage Facility	TRN	F	5339	M		1,769			
						L	L	M		442			
			SST7073.008	Winter Park - Transit Facility	TRN	F	5339	M		12,000			
						L	L	M		5,900			
	SST7074 5339 (c) LoNo		SST7074.001	Town of Avon - Electric Buses and Chargers	TRN	F	5339	M		1,600			
						L	L	M		540			
	SST7077 Multi-Modal Options Fund Pool		SST7077.005	PPACG - Woodland Park Pedestrian Ramps, Sidewalks and Trail	IMF	L	LO	M	261				
						S	MTF	M	261				
			SST7077.007	PPACG - Hancock Sidewalk - Sand Creek Trail To Academy Blvd	IMF	L	LO	M	60		383		
						S	MTF	M	60		383		
			SST7077.008	PPACG - Dublin Park Trail at Dublin Blvd Signalized Trail Cr	IMF	L	LO	M	127				
						S	MTF	M	127				
			SST7077.009	PPACG - EPC ADA Asset Measurements and Construction Project	IMF	L	LO	M	500		500		
						S	MTF	M	500		500		
			SST7077.010	PPACG - Bus Stop ADA Compliance	IMF	L	LO	M	537		537		
						S	MTF	M	537		537		
			SST7077.011	PPACG - Shooks Run at Uintah Signalized Trail Crossing	IMF	L	LO	M	119				
						S	MTF	M	119				
			SST7077.013	PPACG - Creek Walk Trail, Phases 4 and 5: Survey, Right-of-W	IMF	L	LO	M	250				
						S	MTF	M	250				
			SST7077.014	PPACG - Coordinated Mobility on Demand in the Pikes Peak Reg	IMF	L	LO	M	28				
						S	MTF	M	28				
			SST7077.015	PPACG - South Powers Boulevard Multimodal Corridor Study	IMF	L	LO	M			100		
						S	MTF	M			100		
	SST7084 USDOT Build Grants		SST7084.001	RFTA - GMF Phase 4 & 5	DIR	F	BUILD	C		13,000			
						L	LO	C		5,575			
	FTA Transit Pool - Accelerated Innovative Mobility Projects		SST7088.001	RTD: App-based InterAgency Fare Purchase & Trip Planning	DIR	F	AIM	M	687				
						L	LO	M	336				
	SST7100 Asset Management - Bridge Culvert Tunnel Wall		SST7100.999	Asset Management - Bridge Culvert Tunnel Wall	BTP	F	NHPP	M	641				
						S	SHF	M	133				
	SST8000 Bridge Enterprise FASTER pool		SST8000.000	Bridge Enterprise FASTER pool	SSR	S	BE	C			6,878	11,000	34,145
						S	BE	D	6,468			772	3,300
			SST8000.073	R1 F-15-BL 1-70 WB over US 6, CLEAR CREEK	SSR	S	BE	D	8,000				
			SST8000.106	R3 I-05-V SH92 ML over Gunnison River	SSR	S	BE	C	9,670				
			SST8000.119	R2 N-17-AD I-25 ML SB over Us 160 ML	SSR	S	BE	C	14,252				
			SST8000.125	R1 E-16-HE/HF 1-70 over W. 32ND	SSR	S	BE	C	21,000				
			SST8000.127	R1/R4: Eastern Plains Timber Bridge Replacement Program	SSR	S	BE	C	15,000		7,000		
			SST8000.130	R1 E-16-EO/EW Speer over I-25 ML and 23rd Ave in Denver	SSR	S	BE	C			8,000	23,700	24,300
						S	BE	D			2,000		
						S	BE	E	2,000				
			SST8000.135	R5 P-12-A US285 over Rio Conejos Overflow in Conejos County	SSR	S	BE	C				2,000	
			SST8000.137	R3 D-04-G/A SH64 over Strawberry Creek & White River	SSR	S	BE	C	7,482				
			SST8000.142	R2B2 (REGION 2 BRIDGE BUNDLE) (GRANT)	SSR	S	BE	C			12,200	9,218	
			SST8000.143	R2B2 (REGION 2 BRIDGE BUNDLE)(NON-GRANT)	SSR	S	BE	C			1,878		
			SST8000.144	R3 BE Vail Pass Various Structures	SSR	S	BE	C			13,000	22,999	

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	Rolled	2023	2024	2025
			SST8000.145	R1 G-17-AL SH 105 over Draw in Douglas County	SSR	S	BE	C			2,700		
			SST8000.146	R1 E-17-GV/GW I-76 West and East Over York Street in Adams	SSR	S	BE	C	14,000				
			SST8000.147	R4 I-24-N US 40 ML over Draw in Lincoln County	SSR	S	BE	C				8,000	
						S	BE	D	526				
			SST8000.148	R3 F-10-AB I-70 ML EBND over US 6, RR, Eagle River	SSR	S	BE	C			4,433		
						S	BE	D	350				
			SST8000.150	R4 HOLYOAKE BRIDGE BUNDLE B-27-F, B-27-D, A-27-A	SSR	S	BE	C				9,500	
			SST8000.151	R3 F-06-A US 6 over ELK CREEK	SSR	S	BE	C				3,777	
						S	BE	D	410				
			SST8000.152	R3 H-03-AY I-70 WBND over US6, COLO RIVER-FEASIBILITY STUDY	SSR	S	BE	M	500				
			SST8000.153	R4 C-22-AY I-76 WB over BNSF, BEAVER CREEK	SSR	S	BE	D	1,530				11,700
SST8001	Central 70 - I-70 from I-25 to Colorado Blvd		SST8001.999	Central 70 - I-70 from I-25 to Colorado Blvd	SSR	S	BE	C			30,300		



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CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2022	2023	2024	2025	
01	SR16720	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	SR16720.999	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	CDR	F	AQC	C		3,450			
							L	C		863			
	SR16720 Totals									4,313			
	SR17030	I-25 Santa Fe Alameda Interchange Reconstruction	SR17030.999	I-25 Santa Fe Alameda Interchange Reconstruction	MDR	F	STBG	C	10,566		6,000		
L							C	1,500		750			
RPP							S	SHF	C	500			
SR17030 Totals									12,566		6,750		
02	SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	RPP	F	STBG	C	82				
							S	C	SHF	C	17		
SPP7007 Totals									100				
03	SGJ5028	I 70B 24 Rd. to 15 Street	SGJ5028.999	I 70B 24 Rd. to 15 Street	FSA	S	FAS	D	1,000				
							SGJ5028 Totals						
	SIN7007	Pitkin County PM10 Nonattainment area	SIN7007.999	Pitkin County PM10 Nonattainment area	CMA	F	AQC	M	209		210		
							L	M	43		43		
SIN7007 Totals									253		254		
SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	RPP	F	NHPP	C			1,824			
						S	C	SHF	C		175		
						SIN7021 Totals							
SIN7022	I-70 Auxillary Lane East Frisco to Silverthorne	SIN7022.999	I-70 Auxillary Lane East Frisco to Silverthorne	RPP	F	NHPP	C			638			
						S	C	SHF	C		61		
						SIN7022 Totals							
04	SSP4428	I-25 North Corridor - Denver to FC	SSP4428.012	21506-I-25: SH60 to SH14 Design Build 22831-N I-25: WCR 38 to SH 402 mp 247-255.23	ISB	S	267	C	42,420		93,401	18,407	
							FSA	C	5,000		10,000		
			SSP4428 Totals									47,420	
ST	SST8001	Central 70 - I-70 from I-25 to Colorado Blvd	SST8001.999	Central 70 - I-70 from I-25 to Colorado Blvd	SSR	S	BE	C		30,300			
SST8001 Totals										30,300			

Fiscal Constraint Report

Statewide Transportation Improvement Program

Reading the Fiscal Constraint Report

The Fiscal Constraint Report shows how the STIP meets Fiscal Constraint for each Fiscal Year that is included in the STIP. This report summarizes all revenues that CDOT has a reasonable expectation of receiving, and calculates constraint based on what is programmed.

The Fiscal Constraint Report on the following page shows constraint by fiscal year for each year included in the FY2022 – FY2025 STIP.

NOTE:

The Revenue Sources column includes funds from FHWA, FTA, the Colorado HUTF, plus several other dedicated funding streams as directed by the Colorado Legislature. More detail on revenues may be found in Chapter 9.

The FTA revenues do not include Direct Recipient dollars, as they are included in the respective TIP documents for DRCOG, NFR, and PPACG. However, these funds are reflected in the STIP, and are included in the STIP Totals section at the bottom of the table shown.

Likewise, funding for COVID-19 Stimulus dollars are not included on the revenues section. They are an allocation of funds determined at the Congressional level and are not part of a regular revenue stream.



Source of Funding	Federal/ State/ Local	FY22	FY23	FY24	FY25
Federal Funds					
Federal Funds (Federal Gas Tax)	Federal	\$556,260,900	\$559,041,600	\$561,831,600	\$564,640,200
FTA (Federal Transit Administration) *	Federal	\$37,861,607	\$40,850,000	\$41,010,000	\$41,170,000
Supplemental Funds	Federal				
State Funds					
State Gas Tax (HUTF)	State	\$296,660,033	\$292,807,894	\$288,256,476	\$283,458,527
State Vehicle Registration	State	\$105,950,012	\$104,574,248	\$102,948,742	\$101,235,188
Other HUTF Funds	State	\$21,190,002	\$20,914,850	\$20,589,748	\$20,247,038
State FASTER Funds	State	\$119,100,060	\$121,680,060	\$124,260,060	\$126,240,060
SB1 (In Roll Forwards)	State	\$0	\$0	\$0	\$0
SB267-April 2020 3rd Tranche (Prior year SB267 Funds are in the Prior Year Roll Forwards)	State	\$0	\$0	\$0	\$0
SB262 (In Roll Forwards)	State	\$0	\$0	\$0	\$0
Multi Modal (MTF/MTT) includes interest-please see roll fwd row	State	\$0	\$0	\$0	\$0
Capital Construction	State	\$500,000	\$500,000	\$500,000	\$500,000
State COVID Stimulus Funds	State				
Bustang (State FASTER Transit)	State	\$7,700,000	\$7,700,000	\$7,700,000	\$7,700,000
HPTE	Other	\$11,613,417	\$11,941,966	\$12,299,205	\$8,714,990
BE	BE	\$125,344,441	\$127,304,441	\$129,414,441	\$131,584,441
Local Funds-FHWA & FTA Local Funds	Local	\$40,740,856	\$37,400,329	\$37,566,906	\$37,734,180
Settlement Funds	Other	\$0	\$0	\$0	\$0
Prior Year Roll Forwards -This includes State Funds, Local Funds, MMOF Money & Senate Bill funds from prior years that were not budgeted into projects in previous fiscal years	Prior Year Roll Fwds	\$0	\$0	\$0	\$0
	Total Revenue	\$1,322,921,328	\$1,324,715,388	\$1,326,377,178	\$1,323,224,624
	Total STIP'd	\$820,890,000	\$818,816,000	\$505,453,000	\$350,638,000
	Percentage STIP'd	62.05%	61.81%	38.11%	26.50%

Legend
Federal Funds
State Funds
Other

* Does not include FTA Direct Recipient allocations

Added, Completed and Delayed-Discontinued Report Statewide Transportation Improvement Program

Reading the Added and Deleted/Completed Reports

What follows are reports that demonstrate the comparison between the FY2021 – FY2024 STIP and the FY2022 – FY2025 STIP. The FY2021 – FY2024 STIP became effective July 1, 2020, and will remain in effect until the Transportation Commission adopts the FY2021 – FY2024 STIP and it is approved by FHWA and FTA.

Added Projects

This report shows projects that are included in the FY2022 – FY2025 STIP, but were not programmed in the FY2021 – FY2024 STIP. These projects are considered “Added” as they are now qualified to receive funding in this new STIP cycle.

Completed / Deleted-Discontinued

This report shows projects that were included in the FY2021 – FY2024 STIP, but are not programmed in the FY2022 – FY2025 STIP. The reason for not including these projects in the new STIP is primarily because the project has been completed. However, there are some projects that were unable to receive all the funding necessary for completion or are no longer a priority in that corridor. Those projects are considered delayed or discontinued.



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.131	US-6 at Frei Pit Entrance Resurfacing	\$0	\$0	\$2,500,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.189	I-70: Chief Hosa to Colfax Ave	\$0	\$0	\$9,500,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.190	SH-8: Soda Lakes Rd to Bear Creek Blvd	\$0	\$0	\$1,000,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.191	I-76: Tennyson St to Clear Creek Bridge	\$0	\$0	\$100,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.192	SH-83: Stroh Rd to Hilltop Rd	\$0	\$0	\$4,000,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.193	SH-121: Chatfield Ave to Bowles Ave	\$0	\$0	\$5,700,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.194	SH-265: I-70 to US-6	\$0	\$0	\$4,600,000	Added
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.195	US-287: I-70 to 92nd Ave	\$0	\$0	\$6,600,000	Added
01	SR16682	R1 Hazard Elimination Pool	SR16682.118	R1 HSIP Pool	\$0	\$0	\$16,000,000	Added
01	SR16684	R1 Traffic Signals Pool	SR16684.043	R1 Traffic Signal Pool	\$0	\$0	\$3,000,000	Added
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.086	R1 RPP Pool	\$0	\$0	\$17,500,000	Added
02	SR26867	Regional Priorities Pool	SR26867.104	SH45 Study	\$0	\$0	\$500,000	Added
02	SR26867	Regional Priorities Pool	SR26867.107	SH 71 Intersection Improvements at SH 96 and CR G	\$0	\$0	\$750,000	Added
03	SR36607	Region 3 Region Priority Program	SR36607.032	Region 3 Shoulder Pool	\$0	\$0	\$2,225,000	Added
ST	SST6740	Statewide Transit USC Section 5309 Pool	SST6740.010	RTD Fixed Guideway Improvements, Upgrades and Maintenance	\$0	\$0	\$50,000	Added
ST	SST8000	Bridge Enterprise FASTER pool	SST8000.150	R4 HOLYOAKE BRIDGE BUNDLE B-27-F, B-27-D, A-27-A	\$0	\$0	\$9,500,000	Added



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SDN6678	Region 1 Rockfall Mitigation Pool	SDN6678.007	SH74: Morrison to Evergreen	\$277,149	\$277,149	\$0	Completed
02	SPB3865	I-25 through Pueblo	SPB3865.999	I-25 through Pueblo	\$2,750,000	\$2,500,000	\$0	Completed
02	SPB7004	US 50 West	SPB7004.999	US 50 West	\$1,469,963	\$1,469,963	\$0	Completed
02	SPP6449	CMAQ Pool	SPP6449.005	Falcon Area Park & Ride	\$2,624,077	\$2,624,077	\$0	Completed
02	SPP6726	Metro Pool	SPP6726.017	MMT route 6 ped/transit improvements	\$4,496	\$4,496	\$0	Completed
02	SPP6726	Metro Pool	SPP6726.034	Jackson Creek Pkway Expansion	\$2,536,539	\$579,874	\$0	Completed
02	SPP7006	Sh 21 Intersection/Interchange Improvemtns	SPP7006.999	Sh 21 Intersection/Interchange Improvemtns	\$43,647,273	\$43,647,273	\$0	Completed
02	SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	\$100,000	\$100,000	\$0	Completed
02	SR25079	Region 2 Transportation Enhancement Reserves	SR25079.087	Westcliffe Impmts along Adams, Rosita, 2nd and 3rd Streets	\$1,200,000	\$100,000	\$0	Completed
02	SR25079	Region 2 Transportation Enhancement Reserves	SR25079.094	US 50 Lighting Project	\$840,000	\$277,935	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.073	Bridge repair N-17-D om I-25C	\$754,967	\$322,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.125	I-25 South Academy - Southbound only	\$35,000,000	\$35,000,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.135	Elizabeth-US 50 to Ridge Dr	\$1,600,000	\$1,067,936	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.137	US50B Preventative Maintenance	\$2,835,500	\$185,500	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.138	US50B West of Las Animas	\$6,100,000	\$4,810,198	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.145	Us 24 West Surface treatment MP 291 to 297	\$9,661,541	\$682,876	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.146	Preventative Maintenance US 287A/287B	\$2,198,851	\$143,851	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.148	SH 207 Manzanola North	\$1,556,850	\$101,850	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.149	SH 266A Rocky Ford to SH 109	\$3,966,467	\$266,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.150	I25 Filmore to Garden of the Gods	\$7,165,320	\$1,444,920	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	\$14,092,740	\$300,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.154	I25 Mill and Overlay Butte Creek North	\$8,880,999	\$580,999	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.156	US 50B mill and overlay I25 to 36th lane	\$19,096,000	\$125,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.159	N Academy, Briargate, Interquest and NORAD rehab on Ramps	\$3,713,000	\$3,780,880	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.165	Us 50 Las Animas Area Surface Treatment, ADA impr & Drainage	\$1,986,001	\$236,001	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.166	SH160C from US 287 to SH100 & SH100 fr MP 0-.5	\$6,355,275	\$200,000	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.081	US 24 MP 272.62 to 272.87 Blind Curve repair	\$999,600	\$140,000	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.096	Fy 2019 Pikes Peak Area Signal Replacement Project	\$1,250,000	\$1,198,294	\$0	Completed
02	SR26645	Hot Spot Pool	SR26645.999	Hot Spot Pool	\$411,655	\$411,655	\$0	Completed
02	SR26646	Traffic Signal Pool	SR26646.999	Traffic Signal Pool	\$327,251	\$325,793	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.044	Us 50 Scour Critical Counter measures K-18-BY,BZ	\$541,160	\$303,214	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.048	2020 Critical Culvert Project Region wide	\$1,185,023	\$352,349	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.050	I25 South of Academy	\$1,580,000	\$1,580,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.055	SH 12 P-17-F Bridge Repair	\$3,100,000	\$200,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.061	SH 385 Realignment and New Bridge Structure	\$3,100,000	\$200,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.065	US 50B - I25 to 26th Lane	\$2,077,894	\$422,608	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.058	Sh 67/SH115 Drainage improvemets at intersection	\$1,500,000	\$3,105,561	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.062	I-25 Exit 11, Exit 8, Safety improvements Raton Pass	\$14,000,000	\$14,000,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.064	US 287 passing lanes	\$10,975,038	\$1,298,512	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.071	I25 Northgate/Struthers Water Quality Project	\$200,000	\$200,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.076	I-25 South from Circle to Fountain SH 94 Imprmnts	\$48,675,330	\$38,094,186	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.079	SH 385 Reignment of Bridge MP 98	\$1,163,653	\$277,793	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.080	US 50 east SE TPR	\$5,954,795	\$150,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.089	SH 69 widening and Rumble strips	\$2,363,637	\$305,001	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.046	US 50 West Guardrail Project	\$2,847,900	\$2,281,109	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.061	I-25 South Academy South Bound Improvements	\$5,190,000	\$5,190,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.069	Reg 2 center line rumble strip project	\$739,000	\$50,000	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.002	ADA Construction in Divide	\$330,000	\$412,000	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.004	ADA ramp in Walsenburg	\$646,585	\$181,149	\$0	Completed
02	SR27008	Wall Asset Mgt pool	SR27008.001	Wall repair design pool	\$968,337	\$518,512	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 Design funds	SR27010.008	SH 115 Reconstruction Mp 26-34	\$1,000,000	\$1,000,000	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 Design funds	SR27010.009	SH96 design from Mp168 to Mp194	\$150,000	\$150,000	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 Design funds	SR27010.011	SH194 Bent ST and drainage imp Mp 10-21	\$100,000	\$100,000	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
02	SR27010	SB 1-2018 & FY 20-21 Design funds	SR27010.012	SH 67 from Sh 96 to Florence design	\$150,000	\$150,000	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 Design funds	SR27010.013	I-25, CO 16, CO 24 EPC bridges design	\$500,000	\$500,000	\$0	Completed
03	SIN7020	GWS South Midland BUILD Grant	SIN7020.999	GWS South Midland BUILD Grant	\$13,373,735	\$8,759,453	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.023	Surface Treatment PE	\$275,000	\$277,810	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.045	I-70 W. Vail Pass Paving	\$15,383,690	\$14,555,651	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.098	SH 92 West of Austin	\$100,000	\$100,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.103	SH133 Bowie Resurfacing	\$45,000	\$45,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.104	SH 139 Douglas Pass North	\$180,000	\$180,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.106	US 6 Clifton to Palisade	\$75,000	\$75,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.116	I-70 Frisco to Silverthorne	\$9,646,586	\$7,594,837	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.117	Region 3 ADA Improvemets	\$4,147,000	\$3,739,384	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.120	US 6 Avon to Dowd	\$8,149,200	\$7,719,077	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.136	US 40 and SH 318 Dinosaur	\$8,886,000	\$8,289,372	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.038	I-70 Wrong Way Detection	\$3,900,000	\$3,425,000	\$0	Completed
03	SR36700	Region 3 Traffic Signals Program	SR36700.999	Region 3 Traffic Signals Program	\$6,625,000	\$3,203,569	\$0	Completed
03	SR36711	Region 3 Rockfall Mitigation Program	SR36711.999	Region 3 Rockfall Mitigation Program	\$7,616,023	\$6,089,813	\$0	Completed
03	SR37000	R3 Transportation Comm Contingency	SR37000.011	ER I-70 Glenwood Canyon Rockfall MP 125	\$8,000,000	\$5,183,046	\$0	Completed
03	SR37002	Tunnels-R3	SR37002.004	R3 Tunnel Lighting	\$2,850,000	\$2,555,215	\$0	Completed
03	SR37006	Region 3 FASTER Safety Projects	SR37006.010	Regional Intersection Improvement	\$713,100	\$698,634	\$0	Completed
04	SNF5173	CMAQ Pool- North Front Range TPR	SNF5173.046	19561-US287 (N College) Ped Bridge & Path	\$787	\$787	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.163	21089-SH7:SHO PH II, Estes Park-Jct SH72 Non-Flood	\$387,824	\$387,824	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.169	20978-SH119A Nederland E mp 22.8-37.4	\$45,000	\$45,000	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.188	20853-SH71 S of Limon Surface & Structures	\$10,371,361	\$10,371,361	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.189	21209-SH14: New Raymer West 194-203	\$2,874,090	\$2,874,090	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.195	21849-SH79: Prospect Valley South to Adans CCL 18.926-23.892	\$1,250,000	\$1,250,000	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.201	21878-I-70 SMA Failure Reconstruction	\$1,000,000	\$1,000,000	\$0	Completed
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.055	21432-I-76/SH52 Hudson Interchange Improvements	\$2,889,769	\$3,589,769	\$0	Completed
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.092	SH 119/Diagonal Pollinator Project	\$20,000	\$20,000	\$0	Completed
04	SR46606	Region 4 FASTER Safety Pool	SR46606.045	19664-SH14 "S" Curve in Sterling	\$539,325	\$539,325	\$0	Completed
04	SR46666	Region 4 Hazard Elimination Pool	SR46666.090	23901-SH 392 & WCR 47 Install Traff. Sig	\$600,000	\$600,000	\$0	Completed
04	SR47006	2015 Flood Recovery Pool	SR47006.006	21358-PRLA North Creek Rd South (CU212C)	\$4,455	\$4,454	\$0	Completed
04	SR47006	2015 Flood Recovery Pool	SR47006.007	21380-PRLA North Creek Rd South (CU212A)	\$7,232	\$7,232	\$0	Completed
05	SR55062	R5 Enhancement Pool	SR55062.058	Bayfield SUP Improvements	\$964,328	\$76,000	\$0	Completed
05	SR55062	R5 Enhancement Pool	SR55062.059	Manassa Sidewalks MMOF	\$1,387,325	\$935,551	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.014	Resurfacing Design	\$723,002	\$723,740	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.133	SH17 MP 84.5 to 118.5	\$2,650,001	\$2,650,001	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.138	SH 149 MP 21.42, 70-92 RRST	\$285,000	\$285,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.139	US 550 Pachochochupuk RR ST & Passing	\$200,000	\$200,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.140	SH 141 N of Naturita Rural Road Overlay	\$18,380,000	\$12,393,704	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.141	US 160 Four Corners to Aztec CR MP 0-8	\$330,000	\$380,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.143	US 50 Sargents West to R3 Surf Treat	\$7,100,000	\$5,540,881	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.144	US 160 West & Cortez PCCP Rehab/Grind	\$8,420,000	\$6,574,850	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.145	SH145 Dolores Rico US160 Cortez Htr RePav	\$8,431,000	\$8,387,839	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.146	US 160 W of Pagosa MP 135-144 ST	\$220,000	\$220,000	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.020	US 160 McCabe Creek Pagosa	\$7,520,000	\$7,520,000	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.025	R5 Bridge, Culvert, Wall Repair, and Rehab	\$22,485,747	\$15,238,395	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.027	R5 Wall Pool	\$1,152,743	\$1,073,035	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.067	US 160 Passing Lanes MP 126.2 to 128.5	\$3,602,322	\$2,750,959	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.069	R5 Mountain Pass Chain Up and Safety	\$4,252,146	\$3,969,000	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.070	US160 550 Connection South Design Build	\$4,500	\$4,500	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.078	US 24 Johnson Village East Deer Fencing	\$1,926,947	\$1,926,948	\$0	Completed
05	SR56690	R5 Bridge Off System Pool	SR56690.012	Chaffee CR 397 Bridge Replace (FY14)	\$74,000	\$74,000	\$0	Completed
05	SR56690	R5 Bridge Off System Pool	SR56690.014	Mancos Main St Bridge Replace	\$1,341,844	\$1,073,475	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.047	CDOT MTCE Telluride/Mtn Village Springs De-icer	\$25,000	\$25,000	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.048	CDOT MTCE Pagosa Springs De-icer	\$25,000	\$25,000	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.061	FY21 Pagosa Springs De-icer	\$10,000	\$10,000	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.062	FY21 Mtn Village De-icer	\$10,018	\$10,000	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
05	SR56702	R5 Hazard Elimination Pool	SR56702.012	R5 Hazard Elimination Pool	\$500,000	\$10,000	\$0	Completed
05	SR57001	R5 Safe Routes to Schools Pool	SR57001.009	Crestone SRTS	\$625,000	\$93,000	\$0	Completed
05	SR57004	R5 FASTER Highway Safety Pool	SR57004.030	US 550 Connection to US 160	\$30,902,317	\$13,202,644	\$0	Completed
05	SR57004	R5 FASTER Highway Safety Pool	SR57004.036	R5 Intersection Projects	\$2,149,531	\$2,149,531	\$0	Completed
05	SR57004	R5 FASTER Highway Safety Pool	SR57004.041	US 50/US 285 Intersection and US 50 RRST	\$419,000	\$419,000	\$0	Completed
05	SR57008	ADA Pool	SR57008.001	ADA Pool	\$3,604,283	\$1,373,195	\$0	Completed
05	SR57011	R5 MMOF	SR57011.001	Bridal Veil Trail Ped Bridge	\$60,000	\$60,000	\$0	Completed
05	SR57011	R5 MMOF	SR57011.002	Montezuma County PTMV Phase 2	\$459,270	\$459,270	\$0	Completed
05	SR57011	R5 MMOF	SR57011.003	SH 145 Meadows Trail Underpass	\$100,000	\$100,000	\$0	Completed
05	SR57011	R5 MMOF	SR57011.004	SMC Down Valley Connect Trail	\$75,000	\$75,000	\$0	Completed
05	SR57011	R5 MMOF	SR57011.005	Bayfield SUP Improvements	\$24,000	\$24,000	\$0	Completed
05	SR57011	R5 MMOF	SR57011.006	Pagosa E End Master Plan	\$156,850	\$156,850	\$0	Completed
ST	SST5273	Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.100	ITS RAMP METER CONTROLLER UPGRADES	\$16,922	\$8,461	\$0	Completed
ST	SST7003	Special Projects Pool	SST7003.125	Innovative Mobility Projects	\$1,000,000	\$1,000,000	\$0	Completed
ST	SST7003	Special Projects Pool	SST7003.136	MOBILE FRICTION SENSORS	\$100,000	\$100,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.199	RFTA - Regional Bus Operating	\$200,000	\$200,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.214	Steamboat Springs - Regional Operating	\$132,520	\$132,520	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.257	Mountain Metro - Fixed Route Vehicle Replacements	\$875,000	\$700,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.332	DRCOG - HST/FASTER Set Aside Fund Operating Projects	\$1,300,000	\$650,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.333	DRCOG - HST/FASTER Set Aside Fund Mobility Management Proj's	\$648,750	\$519,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.334	DRCOG - HST/FASTER Set Aside Fund Capital Projects	\$393,750	\$315,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.335	DRCOG - HST/FASTER Set Aside Fund Planning Projects	\$20,000	\$16,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.337	HDR Consultant Support	\$200,000	\$200,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.338	BNSF - SWC PTC INSTALL	\$11,825,650	\$10,281,350	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.349	DRCOG - Boulder Bus Replacement	\$403,500	\$322,800	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.351	DRCOG - Via Mobility Cameras	\$188,915	\$151,132	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.353	NECALG - Bustang Outrider Sterling to Denver/Greeley Ops	\$120,000	\$120,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.354	SRDA - Bustang Outrider Alamosa to Pueblo Operating	\$244,890	\$244,890	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.355	Neighbor to Neighbor - Bustang Outrider Salida Station Ops	\$18,610	\$18,610	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.356	SCCOG - Bustang Outrider Trinidad to Pueblo Operating	\$100,000	\$100,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.358	Neighbor to Neighbor - Hope Grant Match	\$16,800	\$16,800	\$0	Completed
ST	SST7055	I-70 EB and WB Express Lanes	SST7055.999	I-70 EB and WB Express Lanes	\$2,000,000	\$2,000,000	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.007	PPACG - Rocky Mtn Health Care Bus Replacements	\$248,670	\$198,936	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.013	DRCOG - Via Mobility Services Bus Replacement	\$98,050	\$78,440	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.021	PPACG - Disability Services (Envida) BOC Replacements	\$158,320	\$126,656	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.023	PPACG - Disability Services (Envida) Van Replacements	\$124,020	\$99,216	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.026	DRCOG - Laradon Hall Bus Replacements	\$256,800	\$205,440	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.027	Colfax County - SWCHIEF TIGER IX	\$1,000,000	\$1,000,000	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.028	PPACG - Silver Key Bus Replacement	\$70,215	\$56,172	\$0	Completed
ST	SST7072	SB267	SST7072.004	Summit County - Transit Operations Center Design & Engineer	\$531,250	\$425,000	\$0	Completed
ST	SST7072	SB267	SST7072.006	SMART - Purchase of Property for Transit Operations Center	\$2,325,000	\$1,860,000	\$0	Completed
ST	SST7072	SB267	SST7072.007	RFTA - GMF PHASE 3&7	\$3,571,200	\$2,976,000	\$0	Completed
ST	SST7072	SB267	SST7072.008	Winter Park - Phase 2 Fac Const.	\$5,200,000	\$2,600,000	\$0	Completed
ST	SST7072	SB267	SST7072.009	GVRTA - Gunnison Transit Storage	\$800,200	\$800,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.005	NFR - Transfort eBus Purchase	\$1,002,000	\$752,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.006	NFR - Transfort Charger Purchase	\$100,000	\$100,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.011	DRCOG - Boulder Electric Bus	\$1,896,072	\$1,896,072	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.012	DRCOG - Boulder Electric Charging Stations	\$340,000	\$340,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.013	DRCOG - Via Electric Bus Replacement	\$167,140	\$167,140	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.004	PPACG - Enterprise Asset Management (EAM) System Implement	\$500,000	\$250,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.012	PPACG - Alternative Transit Services Implementation	\$64,000	\$320,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.014	PPACG - Coordinated Mobility on Demand in the Pikes Peak Reg	\$300,000	\$150,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.019	Dolores County - Scheduling and Records Software	\$25,000	\$25,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.020	Dolores County - Vehicle/Bus Shelter	\$84,000	\$84,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.021	Pitkin County - Transit Enhancement Study	\$100,000	\$50,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.022	2020 MMOF BRECK E-BIKE FEASIBILITY	\$420,000	\$420,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.023	Pitkin County - Integrated Mobility Study Phase 2	\$60,000	\$30,000	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.024	All Points Transit - Flexible Transit Options Study	\$40,000	\$40,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.025	SOCOCAA - Operating	\$37,570	\$37,570	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.027	Envida - Coordinated Accessible Transportation	\$100,000	\$50,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.028	All Points Transit - Montrose General Public Transit	\$630,194	\$315,097	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.029	Vail - Smart Transit Technology	\$700,000	\$350,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.030	Archuleta - Facility Plan	\$30,000	\$15,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.001	Revitalizing Mainstreets	\$4,137,500	\$4,137,500	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.002	Telework Challenge	\$300,000	\$300,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.003	AUTOMATION STRATEGY	\$200,000	\$200,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.004	HDR-EMERGING MOBILITY IMPACT STUDY 2020	\$39,000	\$38,985	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.001	Baca County - Seniors Van Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.002	Community Connections - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.003	Community Options - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.004	Daybreak - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.005	Horizons Specialized Services - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.006	Inspiration Field - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.007	Johnstown Senior Center - SUV Purchase	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.008	Lake County Senior Center - ADA Ramp	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.009	Mountain Family Center - Operating	\$33,342	\$33,342	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.010	Mountain Valley Developmental Service - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.011	NWCCI - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.012	DRCOG - Operating	\$375,000	\$375,000	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.014	PPACG - Operating	\$140,000	\$140,000	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.018	La Plata County Senior Services - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.019	Routt County Road & Bridge - Operating	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.020	Blue Peaks Development Services - Capital	\$16,666	\$16,666	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.021	HopeWest - Operating	\$30,000	\$30,000	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.022	Family Health West - Van Purchase	\$30,000	\$30,000	\$0	Completed
ST	SST7083	Transportation Services Vulnerable Populations and Seniors	SST7083.023	PACOG - Pueblo SRDA Vulnerable & Senior Funds (Capital)	\$60,000	\$60,000	\$0	Completed
ST	SST7085	OIM EV Charging Projects	SST7085.003	GREELEY EV CHARGING	\$5,278	\$5,278	\$0	Completed
ST	SST7085	OIM EV Charging Projects	SST7085.004	HQ EV CHARGING INFRASTRUCTURE EXPANSION	\$60,585	\$60,585	\$0	Completed
ST	SST7100	Asset Management - Bridge Culvert Tunnel Wall	SST7100.999	Asset Management - Bridge Culvert Tunnel Wall	\$1,275,000	\$1,275,000	\$0	Completed



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
03	SR35217	Region 3 Surface Treatment Project	SR35217.028	US 40 Through Steamboat Springs	\$2,500,000	\$0	\$0	Deleted
03	SR35217	Region 3 Surface Treatment Project	SR35217.118	US 50 West of Delta Resurfacing	\$8,700,000	\$0	\$0	Deleted
03	SR35217	Region 3 Surface Treatment Project	SR35217.145	SH 82 Snowmass Canyon	\$7,000,000	\$0	\$0	Deleted
03	SR37015	Region 3 Multimodal Option Fund	SR37015.010	Rangely-Kennedy Drive Multi Use Path	\$405,260	\$0	\$0	Deleted
ST	SST5273	Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.000	Statewide Intelligent Transportation Systems Program (TSMO)	\$23,725,879	\$0	\$0	Deleted
ST	SST6732	5310 Small UZA	SST6732.012	PACOG - SRDA Vehicle Replacements	\$222,000	\$0	\$0	Deleted
ST	SST6733	FTA 5312 Public Transportation Innovation	SST6733.002	City of Boulder - IMI Software	\$280,000	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.018	RTD Enhancements-ADA/PED/Bus Shelter	\$722,000	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.028	Pueblo - Transit Operating Assistance	\$10,535,385	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.124	PPACG - MMT Operating	\$1,555,708	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.125	PPACG - MMT Planning Projects	\$508,355	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.126	PPACG - MMT Facility/Vehicle Maintenance	\$5,511,843	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.127	PPACG - MMT Vehicle Purchase (7)	\$607,384	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.129	PPACG - MMT Downtown Transit Center	\$18,432,279	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.132	Grand Valley - Urbanized Area Formula Capital	\$81,000	\$0	\$0	Deleted
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.133	Grand Valley - Urbanized Area Formula Operating	\$16,060,000	\$0	\$0	Deleted
ST	SST6803	DTD CMAQ Pool	SST6803.098	RTD Bus Purchases	\$3,750,000	\$0	\$0	Deleted
ST	SST7003	Special Projects Pool	SST7003.096	Chain Up area Chain Enforcement	\$245,000	\$0	\$0	Deleted
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.348	PPACG - Silver Key Vehicle Replacements	\$140,370	\$0	\$0	Deleted
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.352	Steamboat Springs - Outrider Craig Regional	\$403,500	\$0	\$0	Deleted
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.019	Southeastern Developmental Services - Bus Replacements	\$211,690	\$0	\$0	Deleted
ST	SST7067	FTA 5339 Colorado Springs	SST7067.001	PPACG - MMT Fixed Route Vehicle Purchase	\$3,526,085	\$0	\$0	Deleted
ST	SST7073	5339 (b) Discretionary	SST7073.006	MMT - Bus Storage Facility	\$948,481	\$0	\$0	Deleted
ST	SST7073	5339 (b) Discretionary	SST7073.007	RFTA - GMF Phase 3 & 7	\$23,903,800	\$0	\$0	Deleted
ST	SST7079	NATIONAL HIGHWAY FREIGHT PROGRAM	SST7079.002	TRAILER SNOW REMOVAL SYSTEM	\$300,000	\$0	\$0	Deleted
ST	SST7079	NATIONAL HIGHWAY FREIGHT PROGRAM	SST7079.005	PORT OF ENTRY MOBILE SITE PULLOUT IMPROVEMENTS	\$708,413	\$0	\$0	Deleted
ST	SST7080	Office of Innovative Mobility	SST7080.007	CONNECTED COLORADO	\$400,000	\$0	\$0	Deleted
ST	SST7084	USDOT Build Grants	SST7084.001	RFTA - GMF Phase 4 & 5	\$18,575,000	\$0	\$0	Deleted

Public Involvement

Statewide Transportation Improvement Program

PUBLIC INVOLVEMENT

Public Involvement for the development of the FY2022 – FY2025 STIP is carried out in accordance with 23 CFR 450.210. Public involvement plays an important part in STIP development. CDOT’s Project Priority Programming Process, or 4P, has been established to meet and support federal requirements regarding public involvement in the development of the STIP.

Summary of Comments Received on *DRAFT FY2022 – FY2025 STIP* during Public Review and Comment Period

Aaron Bustow, Federal Highway Administration, Colorado Division
Emma Belmont, Federal Transit Administration, Region 8

Submitted several technical corrections to CDOT on May 5, 2021. Staff has updated and corrected the STIP document to reflect these corrections.

Kathleen Bracke, Transportation Commission, on behalf of Boulder County

Ms. Bracke had a question regarding the process for including projects that are awaiting approval for grant applications. Since the funding has not yet been allocated, the specific project – SH119 Bikeway – it has not been included in the DRCOG TIP or the STIP. Once funding has been received, CDOT will work with the MPO to modify the TIP and then modify the STIP.

General Public

The public comment period for the *Draft FY2022 – FY2025 STIP* opened on April 9 and closed on May 14, 2021. No comments were received from the public.

Public Hearing – April 15, 2021

The Transportation Commission held a public hearing for the *Draft FY2022 – FY2025 STIP* during its regular monthly meeting on April 15, 2021. No comments were received.

Acronym List

Statewide Transportation Improvement Program

Commonly Used Transportation Acronyms

ADA	Americans with Disabilities Act
BE	Bridge Enterprise
CDC	Capital Development Committee – The State Legislative Committee which approves specific funding for the CDOT and transportation projects
CMAQ	Congestion Mitigation and Air Quality
CR	County Road
DAR	Defense Access Road – a funding program through the Dept. of Defense
DAF	Division of Accounting & Finance - CDOT
DTD	Division of Transportation Development - CDOT
DTR	Division of Transit and Rail - CDOT
FAST Act	Fixing America’s Surface Transportation Act
FASTER	Funding Advancements for Surface Transportation and Economic Recovery
FEDL	Federal Lands dollars
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HUTF	Highway Users Tax Fund (State Gasoline Tax – Primary Funding Source for CDOT)
HPTE	High Performance Tolling Enterprise – part of FASTER program
HTF	Highway Trust Fund (Federal Funding Source)
IGA	Intergovernmental Agreement
MAP-21	Moving Ahead for Progress in the 21st Century
MP	Mile Post
MPO	Metropolitan Planning Organization
MTC	Maintenance
RPC	Regional Planning Commission
RPP	Regional Priority Program
RTA	Regional Transportation Authority
RTD	Regional Transportation Director, CDOT
RTD	Regional Transportation District, Denver Metro Area
RTP	Regional Transportation Plan
SH	State Highway
SP	Strategic Projects
STAC	Statewide Transportation Advisory Committee
STBG	Surface Transportation Block Grants (includes the former STP-Metro program)
STIP	State Transportation Improvement Program
SUR	Surface Treatment Pool
TABOR	Taxpayer’s Bill of Rights
TAC	Technical Advisory Committee
TLRC	Transportation Legislative Review Committee – the joint State Legislative Committee that reviews transportation legislation and funding
TMA	Transportation Management Area
TPR	Transportation Planning Region
NEPA	National Environmental Policy Act
	NEPA Documents:
Cat Ex	Categorical Exclusion
EA	Environmental Assessment

Acronym List

Statewide Transportation Improvement Program

EIS	E nvironmental I mpact S tatement
FONSI	F inding of n o S ignificant I mpact
ROD	R ecord of D ecision

Acronym List

Statewide Transportation Improvement Program

Transportation Planning Regions (TPRs)

PP	Pikes Peak Area Council of Governments
DN	Denver Regional Council of Governments (Non-MPO Area)
DR	Denver Regional Council of Governments
NF	North Front Range MPO
PB	Pueblo Area Council of Governments
PN	Pueblo Area Council of Governments (Non-MPO Area)
GJ	Grand Valley MPO (Grand Junction/Mesa County)
EA	Eastern
SE	Southeast
SL	San Luis Valley
GV	Gunnison Valley
SW	Southwest
IN	Intermountain
NW	Northwest
UF	Upper Front Range
CF	Central Front Range
SC	South Central

CDOT Regions

01	Region 1 – Denver
02	Region 2 – Pueblo
03	Region 3 – Grand Junction
04	Region 4 – Greeley
05	Region 5 – Durango
ST	Statewide – CDOT Headquarters, Denver

Fund Sources – Shows where funding originates

S	State
F	Federal
L	Local

Phases – Specific aspects of a transportation project

C	Construction
D	Design
E	Environmental
M	Miscellaneous
R	Right of Way
U	Utilities
X	Unassigned – most frequently utilized on an unallocated line in a STIP Pool

Acronym List

Statewide Transportation Improvement Program

Funding Programs – Various Federal and State programs utilized by the CDOT to track specific funding

262	Senate Bill 262 Funds
7PT	Senate Bill 267 -Transit
7PX	Senate Bills 228 and 267 Funds
ADA	Curb ramp upgrades to ADA compliance
AER	Aeronautics
ATC	Advanced Transportation & Congestion Mgmt Tech Deployment
BAB	Build America Bonds - Treasury Interest Direct Pay Funds
BAP	Bridge On System Ancillary Structure Inspection
BBP	Bridge Inspections
BCP	Culvert Inspections
BEC	Bridge Enterprise - Contingency
BEF	BE Transfer from CDOT
BIO	Bridge Inspection Off-System
BOP	Bustang Outrider Pool
BRO	Bridge Off Systems
BTP	Tunnel Inspections
BUS	Bustang
BWP	Wall Inspections
CBP	Construction Bridge Program
CCP	Construction Culvert Program
CDR	CMAQ - DRCOG
CMA	CMAQ PM -10 Allocations
CNF	CMAQ - NFR MPO
COR	Congestion Relief
CPP	CMAQ - PPACG
CQR	CMAQ Reserve
CRI	Civil Rights Initiatives
CTP	Construction Tunnel Program
CUF	CMAQ - UFR
CWP	Construction Wall Program
DAR	Defense Access Roads
DBT	Strategic Projects - Debt Service
DIR	Direct Recipient Funds FTA
DIS	Discretionary Allocations
DSB	Bridge Enterprise - Debt Service
DST	High Performance Transportation Enterprise -- Debt Service
E15	2015 heavy rain and flood event
EAR	Congressional Earmarks

Acronym List

Statewide Transportation Improvement Program

EMR	Emergency Relief	
FBB	FASTER Bridge Enterprise Bond Issuance Proceeds Pool	
FBE	Federal Bridge Enterprise Transfers	
FED	Federal Lands	
FR8	National Freight Program	
FSA	FASTER - Safety Projects	
FTA	Flexed to FTA	
GRN	Grants	
HAZ	Highway Safety Improvement Program (HSIP)	
HB5	C470 Bonds	
HIS	Hot Spots Illustrative	
HLZ	Hazard Elimination Local Agency Projects funded from HSIP	
HOT	Hot Spots	
HP1	I-25 HOV/HOT Lanes (HPTE)	
HP2	US 36 Managed Lanes (HPTE)	
HP3	I-25: US36 to 120th Ave	
HP4	I-70 West PPSL	
HP5	C470: I-25 to Kipling	
HP6	I-270 Express Lanes (HPTE)	
HPE	High Performance Transportation Enterprise - Projects	
HPS	High Performance Transportation Enterprise--Projects	
HQI	Headquarters Initiatives	
IBE	Bridge Enterprise Illustrative	
IBO	Bridge Off Systems Illustrative	
IBR	Bridge On Systems Illustrative	
ICD	DRCOG CMAQ Illustrative	
ICM	CMAQ Illustrative	
ICN	NFR CMAQ Illustrative	<p>Illustrative Fund Programs are utilized as placeholders for those projects that meet fiscal constraint against Resource Allocation, but cannot be completed if Annual Budget projections are lower than Resource Allocation levels</p>
ICP	PPACG CMAQ Illustrative	
ICR	Congestion Relief Illustrative	
ICU	CMAQ - UFR MPO Illustrative	
IFS	FASTER Safety Allocation Illustrative	
IFT	FASTER transit Staging Program	
IGN	Signal Illustrative	
IGS	Railroad Crossing - Grade Separated Staging Program	
IHE	Hazard Elimination Illustrative	
IMD	DRCGOG STP-Metro Illustrative	
IMF	Multi Modal Options Illustrative	
IMN	NFR STP-Metro Illustrative	
IMP	PPACG STP-Metro Illustrative	

Acronym List

Statewide Transportation Improvement Program

IRG	Railroad Crossing At- Grade Staging Program
IRM	Rockfall Mitigation Illustrative
IRP	Regional Priority Program Illustrative
IRR	Indian Reservation Roads
ISB	Illustrative Senate Bill Funds
ISR	Bridge Enterprise Illustrative
IST	Surface Treatment Pool Illustrative
ITA	Staging Program Transportation Alternatives Program
ITD	Staging Program TAP DRCOG
ITI	TSM&O: ITS Investments
ITM	TSM&O: ITS Maintenance
ITN	Staging Program TAP NFRMPO
ITP	Staging Program TAP PACG
ITS	Intelligent Transportation Systems
LOC	Earmarks (Local Match)
LOM	Local
MD9	Safer Main Streets
MDF	Local and Urban Transit DTD – Multi Modal Options Fund
MDR	(STBG) STP Metro - DRCOG
MDT	Local DTR – Multi Modal Options Fund
MMM	Multi-Modal Options Fund for Budgeting
MNF	(STBG) STP Metro - NFR MPO
MOB	Mobility Earmarks
MPH	Metro Planning - FHWA
MPP	(STBG) STP Metro - PPACG
MPT	Metro Planning - FTA
MTF	Multi Modal Options
MTT	Multi Modal Options Strategic Transit
OIM	Office of Innovative Mobility
OPN	Operations (Projects via Regional Pools)
OPS	Operations including maintenance support)
PAN	COVID Relief
PDR	COVID Relief - DRCOG
PNF	COVID Relief - NFR
PPA	HQ relocation property pool
PPK	COVID Relief - PPACG
PRI	Planning and Research Initiatives
PRP	Permanent Recovery
PWQ	Permanent Water Quality Mitigation
RCT	Recreation Trails

Acronym List

Statewide Transportation Improvement Program

RDP	TCCRF Region Design
RFM	Geohazards Mitigation
RPP	Regional Priority Program
RRC	Railway-Highway Crossings Program
SAD	Safety Education
SAE	Safety Surface Treatment
SAR	Safe Routes to Schools
SB1	SB18-001 Senate Bill 1 Sales & Use Tax
SBT	Strategic Projects (SB228) -Transit
SBY	Scenic Byways
SGA	Signal Asset Management
SGN	Traffic Signals
SPR	State Planning and Research
SRI	Safe Routes to School Staging Program
SSR	Bridge Enterprise -- Projects
STF	Transit Bus Replacement Program - Settlement Fund
STL	Transit and Rail Statewide Grants (FASTER)
SUR	Surface Treatment
TAP	TAP - Region
TCC	TC Contingency
TCI	Transportation Commission Legacy Fund
TCS	TC Snow & Ice Reserve
TDR	TAP - DRCOG
TNF	TAP - NFR MPO
TPP	TAP - PPACG
TRG	FASTER Transit and Rail Local Grants
TRN	Federal Transit Program
TSV	Transportation Services for Vulnerable Populations & Seniors

Acronym List

Statewide Transportation Improvement Program

Fund Types – a device utilized by the CDOT to track specific funds within a funding source

228	Colorado SB228 Funds
262	Colorado SB262 Funds
267	Colorado SB267 Funds
5303	USC 5303 Planning Funds (part of CPG Grant)
5304	USC 5304 Planning Funds
5307	Urbanized Area Formula Grants
5309	USC5309 Urban Transit Capital
5310	USC5310 Elderly & Disabled
5311	USC5311 Nonurbanized Areas
5312	National Research & Technology Program
5316	JARC
5337	State of Good Repair Transit Funding
5339	FTA - Alternatives Analysis Program
AQC	Congestion Mitigation/Air Quality
BRO	Bridge Off-System
ER	Emergency Relief
FAS	FASTER
GENF	General Fund dollars – State Legislated
HPTE	High Priority Transportation Enterprise
HSIP	Highway Safety Improvement Program
L	Local
LO	Local Overmatch
MISC	Miscellaneous
MPL	Metropolitan Planning (includes FHWA and FTA)
MTF	Multi-Modal Options Fund
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
SB1	Colorado SB001 Funds
SHF	State Highway Fund (HUTF)
SIB	State Infrastructure Bank
SPR	Statewide Planning & Research
STBG	Surface Transportation Block Grants
TAP	Transportation Alternatives Program
TIFIA	TIFIA Loan Program
TIGER	TIGER Grant Program

Acronym List

Statewide Transportation Improvement Program

Frequently Used Websites

Denver Regional Council of Governments (DRCOG)

<https://drcog.org/>

Pikes Peak Area Council of Governments (PPACG)

<http://www.ppacg.org/>

North Front Range Metropolitan Planning Organization (NFRMPO)

<https://nfrmpo.org>

Grand Valley Metropolitan Planning Organization (GVMPO)

<http://rtpo.mesacounty.us>

Pueblo Area Council of Governments (PACAG)

<http://www.pacog.net/>

US Department of Transportation

<https://www.transportation.gov/>

Federal Highway Administration

<http://www.fhwa.dot.gov/>

Federal Transit Administration

<https://www.transit.dot.gov/>

2045 Program Distribution

Statewide Transportation Improvement Program

PROGRAM DISTRIBUTION

The FY2022 – FY2025 STIP program allocations are based on the 2045 Statewide Plan, Your Transportation Plan. The Transportation Commission has worked closely with CDOT staff and its external planning partners to devise an updated financial plan for use with both the 2045 SWP and the STIP.

The Commission has decided to continue use of the 2040 Program Distribution document as the base for the 2045 financial plan. That said, the Commission has adopted several resolutions to recognize updated revenue projections and distribution formulas. The following pages show the adopted resolutions for these changes. The full 2040 Program Distribution document may be found at the link below.

2040 Program Distribution

<https://www.codot.gov/programs/planning/documents/financial/2040-program-distribution>

Transportation Commission Resolution for 2045 Long Range Revenue Projections

Resolution #TC-19-02-11

Adoption of 2045 Long Range Revenue Projections.

Approved by the Transportation Commission on February 21, 2019.

WHEREAS, long range revenue projections are developed in advance of each Statewide Transportation Plan, and form the basis for the subsequent program distribution process; and

WHEREAS, long range revenue projections and program distribution provide the financial framework for the transportation planning process including the development of the Statewide Transportation Plan, Long Range Regional Transportation Plans, Transportation Improvement Programs, and Statewide Transportation Improvement Program; and

WHEREAS, long range revenue projections and program distribution are used to establish fiscal constraint of Long Range Regional Transportation Plans, Transportation Improvement Programs, and the Statewide Transportation Improvement Program; and

WHEREAS, 23 CFR 450.324(g) requires the cooperative development of revenue estimates supporting Metropolitan Planning Organization Long Range Regional Transportation Plans; and

WHEREAS, planning partners, including representatives of Metropolitan Planning Organizations, cooperated in the development of the 2045 Long Range Revenue Projections; and

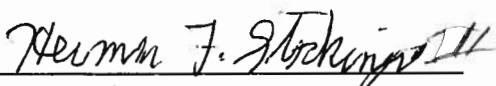
WHEREAS, three scenarios were developed including a scenario based on medium revenue, a high scenario assuming a new revenue source beginning in FY 2026-2027, and a low scenario assuming the elimination of federal General Fund Transfers; and

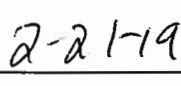
WHEREAS, the High scenario assumes an additional \$300 million in additional revenue annually, beginning in FY 2026-2027 and projects total revenues of \$49.5 billion between 2020 and 2045; and

WHEREAS, the assumption of additional revenue will allow more projects to be included in fiscally constrained transportation plans, and allow more projects to complete the National Environmental Policy Act (NEPA) process, better preparing the Colorado Department of Transportation (CDOT) for funding opportunities such as discretionary grants and for the possibility of new revenue; and

NOW THEREFORE BE IT RESOLVED, that the Commission adopts the Low, Medium, and High scenarios as revenue scenarios for the 2045 transportation planning process; and

NOW THEREFORE BE IT FURTHER RESOLVED, that the Commission adopts the High scenario for establishment of fiscal constraint for the 2045 transportation planning process including the Statewide Transportation Plan, Long Range Regional Transportation Plans, and Transportation Improvement Programs, and the Statewide Transportation Improvement Program.


Herman Stockinger, Secretary
Transportation Commission


Date

Transportation Commission Resolution for Formula Allocations to STP-Metro, TAP, and Metropolitan Planning Funds

Resolution #TC-19-05-22

FY 2020 – 2045 Program Distribution Allocation Methodologies for Formula Programs
Transportation Commission of Colorado

Approved by the Transportation Commission on May 16, 2019.

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 Program Distribution, which outlines the forecasted allocation of anticipated state and federal transportation revenues for use in development of the Statewide Transportation Plan and Long Range Regional Transportation Plans; and

WHEREAS, the Commission recognizes that the Metropolitan Planning Organizations (MPOs) are in the process of adopting, or have already adopted, their Transportation Improvement Programs (TIP) which rely on Program Distribution; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in February 2019 (TC Resolution XXXX); and

WHEREAS, the Colorado Department of Transportation is conducting a statewide planning process that will set investment priorities and identify a 10-year strategic pipeline of projects across the state; and

WHEREAS, the Commission recognizes that the future receipt of funds 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 programs allocated by formula;

WHEREAS, federal statute requires the obligation 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 the Commission has elected to allocate by formula the remaining after allocation to TMAs to the CDOT Regions based on population. For the remaining 50%, which can be spent

anywhere in the state, the Commission has elected to use a formula distribution that uses 45% vehicle miles traveled, 40% lanes miles, and 15% truck vehicle miles traveled; and


WHEREAS; although Program Distribution sets planning figures for a 25-year timeframe, the allocation methodologies for formula programs will be revisited by the Commission during the 2050 Statewide Plan development process;

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2020 – 2045 Program Distribution allocation methodologies for formula programs for use in developing the 2020-2045 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2021 STIP.

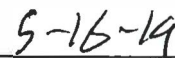
NOW THEREFORE BE IT RESOLVED, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

- 1) **Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) **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;
- 3) **Metropolitan Planning (Metro- PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$339,900 (federal and local) for Grand Valley MPO and \$360,500 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;

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 Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to FASTER Safety Funds

Resolution #TC20-02-07

FY 2020 – 2045 Program Distribution Allocation Methodologies for Formula Programs
Transportation Commission of Colorado

Approved by the Transportation Commission on February 20, 2020

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 Program Distribution, which outlines the forecasted allocation of anticipated state and federal transportation revenues for use in development of the Statewide Transportation Plan and Long Range Regional Transportation Plans; and

WHEREAS, the Commission recognizes that the Metropolitan Planning Organizations (MPOs) are in the process of adopting, or have already adopted, their Transportation Improvement Programs (TIP) which rely on Program Distribution; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in February 2019 (TC Resolution 19-02-11); and

WHEREAS, the Colorado Department of Transportation is conducting a statewide planning process that will set investment priorities and identify a 10-year strategic pipeline of projects across the state; and

WHEREAS, the Commission recognizes that the future receipt of funds 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 programs allocated by formula;

WHEREAS; although Program Distribution sets planning figures for a 25-year timeframe, the allocation methodologies for formula programs will be revisited by the Commission during the 2050 Statewide Plan development process;

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2020 – 2045 Program Distribution allocation methodologies for formula programs for use in developing the 2020-2045 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2021 STIP.

NOW THEREFORE BE IT RESOLVED, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

1) FASTER Safety Mitigation Program: Based on total crash data weighted according to National Safety Council estimates of average economic cost per death, injury, and other crash.

FURTHER BE IT RESOLVED, that the Commission approves the FY 2020- 2045 Program Distribution allocation methodology listed above for the FASTER Safety Mitigation Program for use in developing the 2020-2045 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the Fiscal Year 2021 - 2024 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 Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to CMAQ Funds

Resolution #TC20-02-08

FY 2020 – 2045 Program Distribution Allocation Methodologies for Formula Programs
Transportation Commission of Colorado

Approved by the Transportation Commission on February 20, 2020.

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 Program Distribution, which outlines the forecasted allocation of anticipated state and federal transportation revenues for use in development of the Statewide Transportation Plan and Long Range Regional Transportation Plans; and

WHEREAS, the Commission recognizes that the Metropolitan Planning Organizations (MPOs) are in the process of adopting, or have already adopted, their Transportation Improvement Programs (TIP) which rely on Program Distribution; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in February 2019 (TC Resolution 19-02-11); and

WHEREAS, the Colorado Department of Transportation is conducting a statewide planning process that will set investment priorities and identify a 10-year strategic pipeline of projects across the state; and

WHEREAS, the Commission recognizes that the future receipt of funds 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 programs allocated by formula;

WHEREAS; although Program Distribution sets planning figures for a 25-year timeframe, the allocation methodologies for formula programs will be revisited by the Commission during the 2050 Statewide Plan development process;

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2020 – 2045 Program Distribution allocation methodologies for formula programs for use in developing the 2020-2045 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2021 STIP.

NOW THEREFORE BE IT RESOLVED, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

1) Congestion Mitigation and Air Quality Improvement Program (CMAQ):

Maintains prior distribution methodology until areas end their 20-year maintenance periods for CO and PM-10. The ozone non-attainment funds are held harmless at the 80% allocation. Ozone non-attainment areas include the Denver Regional Council of Governments (DRCOG), North Front Range Metropolitan Planning Organization (NFRMPO), and Upper Front Range (UFR) areas. After DRCOG ends maintenance period for CO and PM-10 (FY 2021-2022), and NFRMPO ends maintenance period for CO (FY 2023), these funds would be redirected to the Ozone funding stream. When eligibility for CO maintenance expires for the Pikes Peak Area (FY 2020) and eligibility for PM-10 maintenance expires for the rural PM-10 areas (FY 2020-2024), those funds will be moved to a statewide program for electric vehicle charging infrastructure. This program will use CMAQ funding to improve air quality by encouraging adoption of zero emission vehicles. This methodology represents a gradual transition from the 80%/15%/5% allocation to a 95% ozone non-attainment allocation and 5% advanced mobility program allocation.

FURTHER BE IT RESOLVED, that the Commission approves the FY 2020- 2045 Program Distribution allocation methodology listed above for the Congestion Mitigation and Air Quality Improvement Program for use in developing the 2020-2045 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the Fiscal Year 2021 - 2024 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 Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to RPP

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