

DRAFT FY2027 – FY2027
Statewide Transportation Improvement Program

Public Review and Comment

The Draft FY2024 – FY2027 STIP is open for public comment. Please submit your comments to:

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There will be a STIP Public Hearing with the
Colorado Transportation Commission
on April 20, 2023 at 9:00 a.m.

Information regarding the Transportation Commission meeting can be found [here](#).

**All comments on the Draft FY2024 – FY2027 STIP must be received by
Wednesday May 10, 2022.**

Colorado
Statewide Transportation Improvement Program
Fiscal Years 2024 – 2027



DRAFT

Colorado Transportation Commission
March, 2023



COLORADO
Department of Transportation

Executive Summary

Statewide Transportation Improvement Program

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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, the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. As further rules and guidance are established at the federal level in the coming months, they will be modified into CDOT policies and guidance.

Federal legislation requires a new STIP be developed 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 FY2024 – FY2027 STIP is also linked to the 10-Year Vision for Colorado's Transportation System which contains a diversified project list that focuses on: Safety, Resilience, Fix it First, and Multimodal options. This list informs which projects move into the STIP as funding becomes available. The new STIP will be effective from July 1, 2023 through June 30, 2027 and will include state fiscal years 2024 through 2027 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

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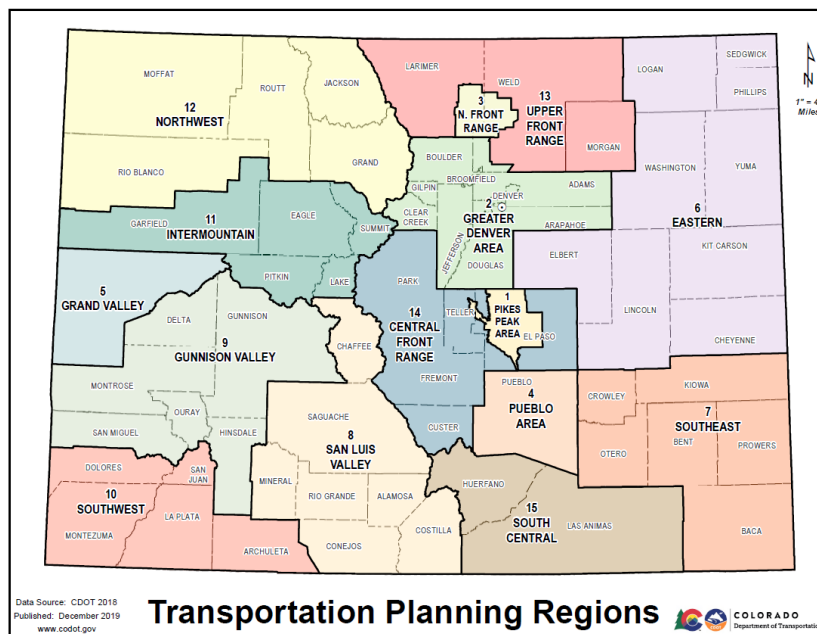
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with designated planning corridors. The planning corridors detail the goals, objectives, and priorities articulated in the SWP. The planning corridors are aligned to specific highway segments throughout Colorado but cover multimodal elements that are 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 *FY2024 – FY2027 STIP*, will be adopted in May 2023, and is a product of the outreach, goals and priorities set with the *2045 Statewide Transportation Plan (2045 SWP)*, which was adopted in 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.

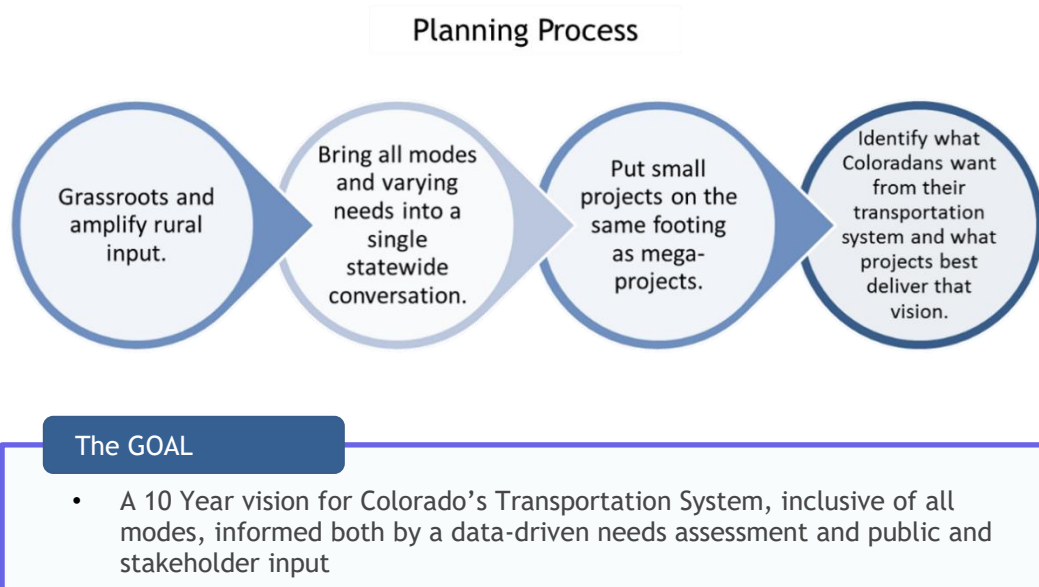


During the 4P, CDOT coordinates with all 15 TPRs, which includes five MPOs. Together, CDOT and the MPOs/TPRs agree upon identified priorities on a regional and statewide level. CDOT Regions conduct county level meetings, TPR meetings, and joint TPR meetings to arrive at a draft list of projects for the STIP. For this STIP update, CDOT Regions met with each TPR and MPO to discuss remaining and ongoing projects for fiscal years 2024 through 2026, as well as those being added for FY2027. These activities occur on an annual basis for each new STIP adoption. Additionally, during the fall of 2021 through the spring of 2022, CDOT Planning Staff met with each TPR and MPO to review and update the list of projects included in the 10 Year

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Plan. The updated 10 Year Plan was re-adopted by the Transportation Commission in September, 2022. Further detail for MPO TIP development may be found at the bottom of this page.



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 FY2024 – FY2027 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., automobile, 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

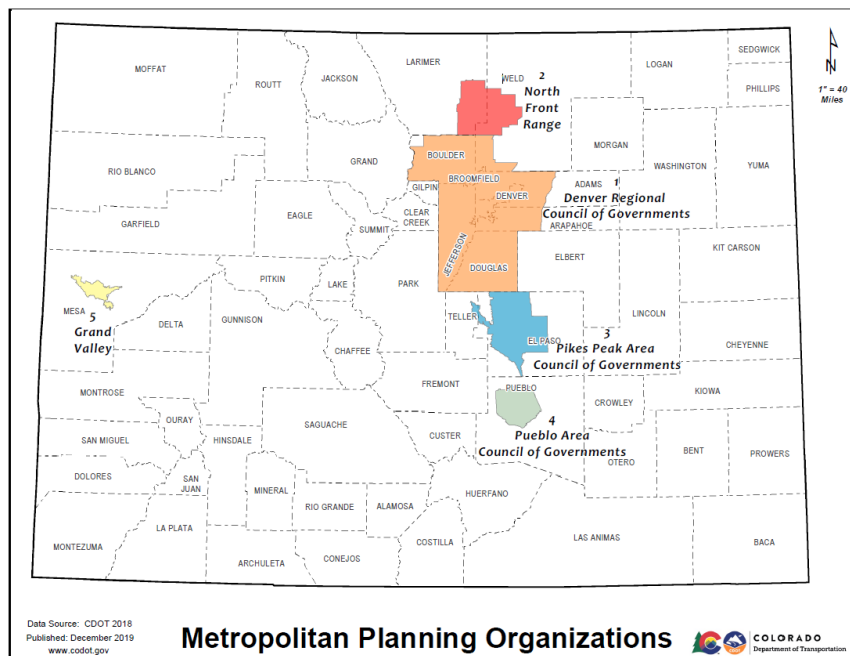
The five Metropolitan Planning Organizations in Colorado are in urban areas having populations greater than 50,000. Colorado’s MPOs are:

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- Denver Regional Council of Governments (DRCOG), comprised of the Denver metropolitan area
- Grand Valley MPO (GVMPO), comprised of the City of Grand Junction and Mesa County
- North Front Range MPO (NFRMPO), comprised of the cities of Fort Collins, Loveland, and Greeley
- Pikes Peak Area Council of Governments (PPACG), comprised of the Colorado Springs metropolitan area
- Pueblo Area Council of Governments (PACOG), comprised of the City of Pueblo and Pueblo County

This map shows where the MPOs are located within 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

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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.

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 links to view 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 come 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 2022 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 FY2024 - FY2027 STIP includes Regionally Significant Projects and STIP Pools. These are defined as:

- A ***STIP Pool*** is an assigned STIP number for grouping projects, typically based on a CDOT funding program, such as Surface Treatment, that typically includes Non-Regionally Significant projects grouped under that program for inclusion in the STIP.
- 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.

Some Regionally Significant Projects look similar to STIP Pools in that they list the various phases and portions of the project as sub-projects. The difference between these Regionally Significant projects and STIP pools is that all of the projects listed in this instance pertain to the larger overall project. For example, the I-25 North project in Region 4 is a Regionally Significant Project, but it lists the various phases as sub-projects, which are part of the whole.



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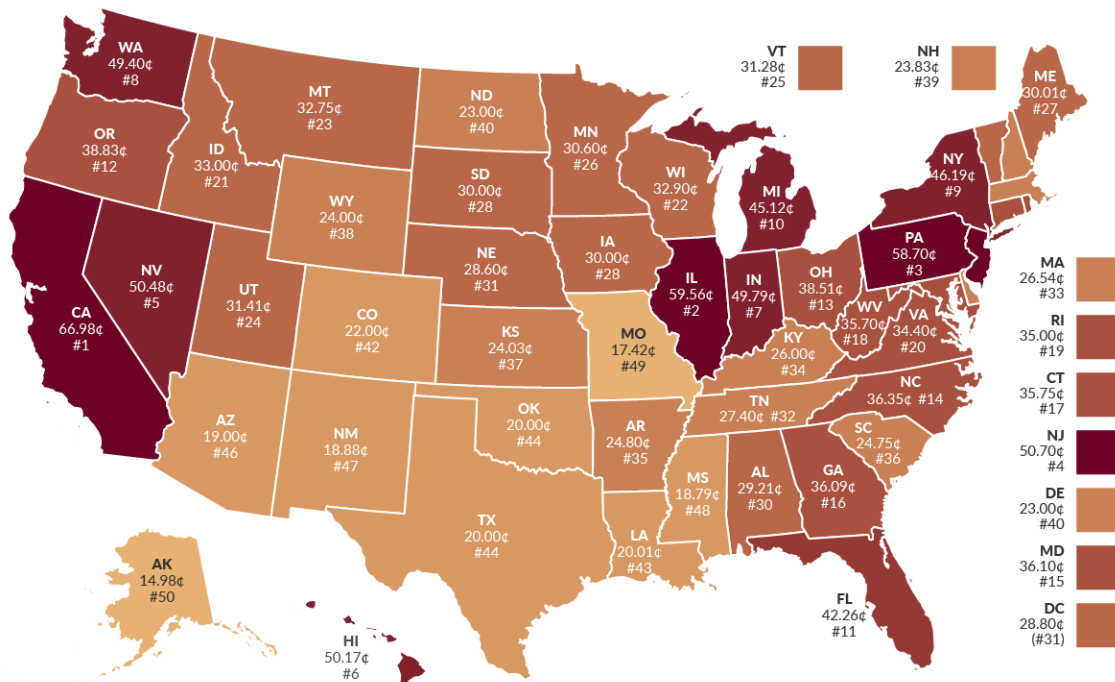
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TRANSPORTATION FUNDING IN COLORADO

Balancing transportation needs with expected revenues is a challenge. In 1992, Colorado voters passed a state constitutional amendment limiting how the state and local governments could impose tax increases. The Taxpayer Bill of Rights, known as TABOR, requires all government agencies in Colorado to put any tax increases to a vote of the people. As a result, the state fuel tax rate has been frozen at 22 cents per gallon since 1992. As of July 2021, Colorado ranks 42nd in the nation when comparing tax rates with other states.

How High are Gas Taxes in Your State?

Total State Taxes and Fees on Gasoline, July 2021 (cents per gallon)



Note: These rates do not include the 18.4 cent/gallon federal excise tax rate on gas. The American Petroleum Institute has developed a methodology for determining the average tax rate on a gallon of fuel. Rates may include any of the following: excise taxes, environmental fees, storage tank taxes, other fees or taxes, and general sales taxes. In states where gasoline is subject to the general sales tax, or where the fuel tax is based on average sale price, the average rate determined by API is sensitive to changes in the price of gasoline. D.C.'s rank does not affect states' ranks, but the figure in parentheses indicates where it would rank if included. Data as of July 2021.

Source: American Petroleum Institute.

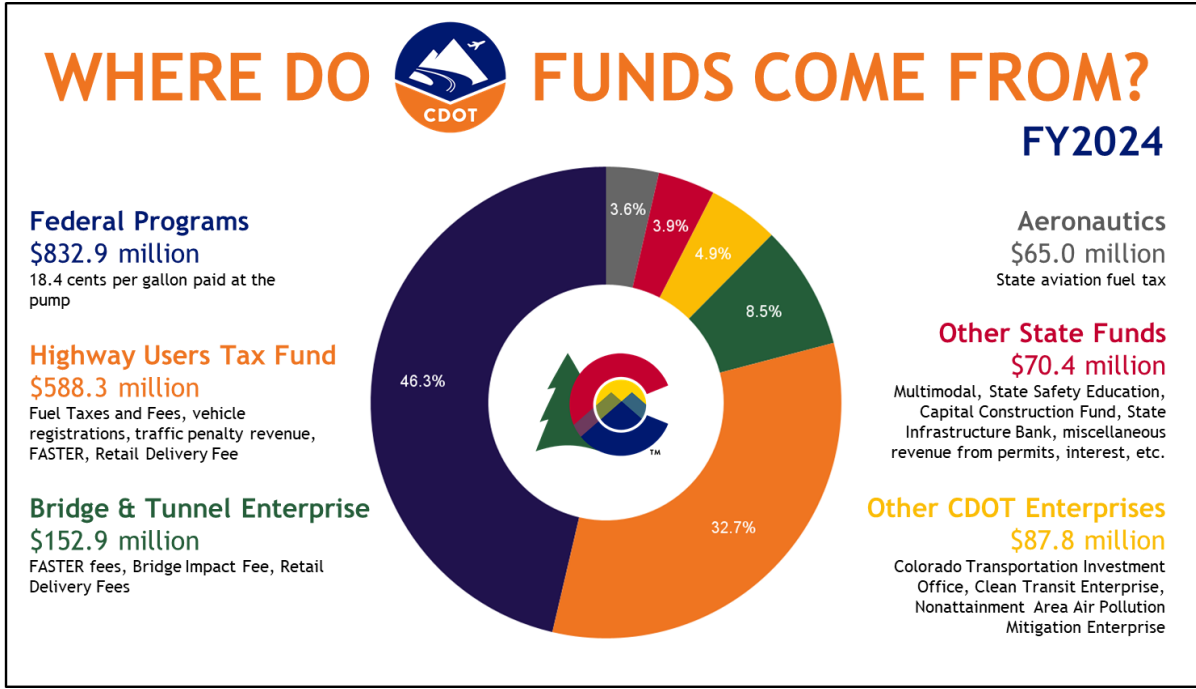


In order to comply with TABOR, while maximizing the power of the dollar, Colorado has been looking at various options to augment fuel tax revenues. During the 2021 Legislative Session, the Colorado General Assembly passed Senate Bill 21-260, an omnibus bill that creates new enterprises and establishes fee structures for various transportation related activities. Additionally, with the passage of the Infrastructure Investment and Jobs Act (IIJA) at the federal

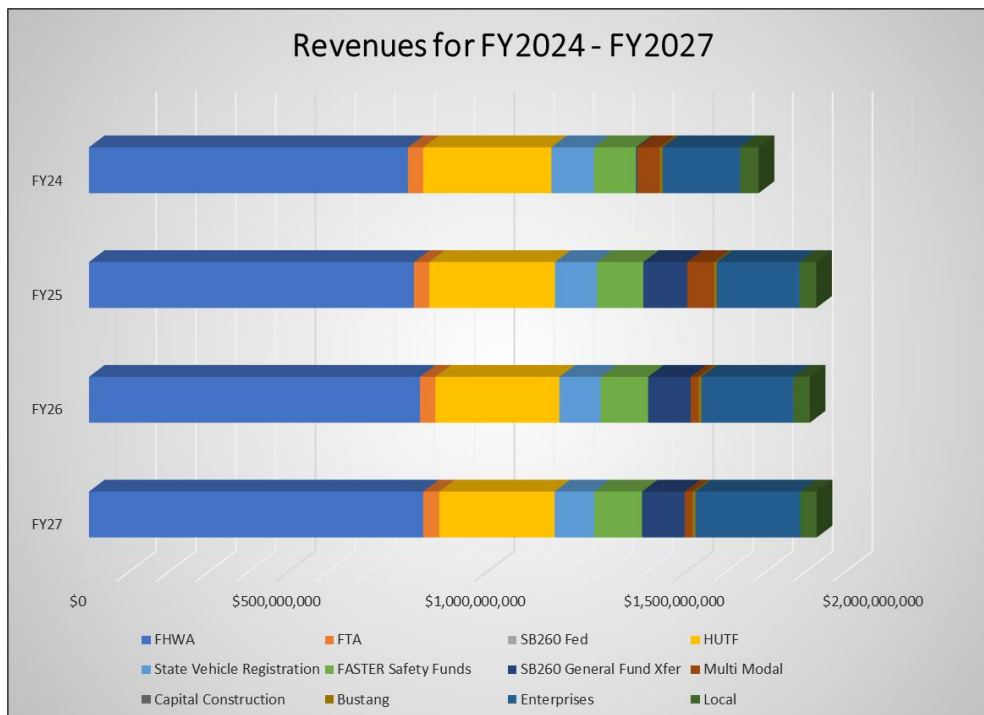
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level, Colorado expects to receive at least \$716.5 million from FHWA and \$181.5 million from FTA for Federal Fiscal Year 2022 and each year after that over the life of the authorization. Below is a breakdown of expected total revenues for CDOT for FY2024.



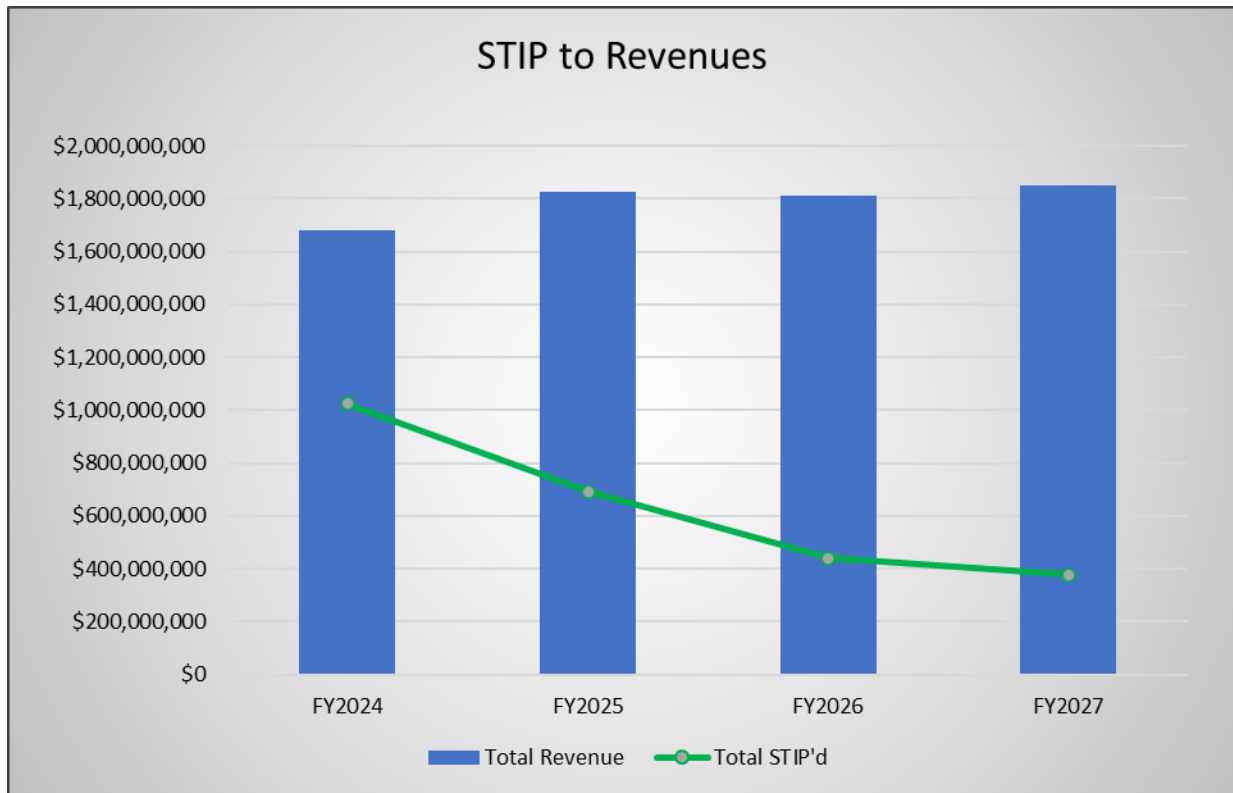
The graph below illustrates the revenues expected for use in the FY2024 – FY2027 STIP. These revenues are based on the updated revenue forecasts as of March 2023.



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



Funding and Programming

As seen in the graph above, CDOT has programmed approximately \$1.03 billion of projects in FY2024, while revenues total \$1.6 billion. The drop in STIP'd amounts in the last three 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.

REVENUE FORECASTS 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 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.

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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 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 revenue projection scenario and then staff will run the variables through a revenue model to determine the numbers used as planning control totals.

Once the Transportation Commission selects a revenue scenario and control totals are set, Program Distribution can be finalized. The Colorado Transportation Commission has adopted various resolutions regarding the formula components for the adopted 2040 Program Distribution. These resolutions, along with the adopted 2040 Program Distribution plan can be found in Chapter 9.

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 following FHWA 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	CRP	Carbon Reduction Program	Projects administered by both CDOT as well as MPOs and areas >50,000
Inflexible	PRT	PROTECT Program	Risk and resiliency projects as identified in the 10 Year Plan
Inflexible	EVP	National Electric Vehicle Program	Statewide projects in collaboration with Colorado Energy Office
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:

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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 & Individuals with Disabilities
Federal - FTA	USC 5311	Formula Grants for Rural Areas – Includes CARES Act funding
Federal - FTA	USC 5312	National Research & Technology Program
Federal - FTA	USC 5337	State of Good Repair
Federal - FTA	USC 5339	Bus & Bus Facilities 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

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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 MPOs or direct recipients of FTA. 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. Transit programs include FTA 5303, 5304, and 5339, which are allocated to direct recipient transit agencies.

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 FY2024 – FY2027 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	FY2024	FY2025	FY2026	FY2027
Total Revenue	\$1,682,946,158	\$1,827,772,908	\$1,811,529,094	\$1,848,900,000
Total STIP'd	\$1,025,400,000	\$693,675,000	\$439,610,000	\$376,795,000

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 through FHWA

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

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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 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

About forty percent of the total number of projects included in the STIP are selected through data driven software and analyses, which are part of an overall performance and target-based program required under the federal transportation funding authorization act called the Infrastructure Investment and Jobs Act (IIJA). CDOT's Performance and Asset Management Branch oversees the development, implementation, and tracking of the various performance measures and asset programs for Colorado.

Transportation Performance Management (TPM)

The federal Moving Ahead for Progress in the 21st Century (MAP-21) Act and Fixing America's Surface Transportation (FAST) Act established transportation performance management (TPM) as a strategic approach that uses information to make investment and policy decisions to achieve national performance goals. As a result, federal TPM measures and targets are now expected to be integrated into the planning process and project prioritization. Additionally, state Departments of Transportation (DOTs) are expected to invest in projects that achieve federal TPM targets and contribute toward the achievement of national goals. CDOT's Performance and Asset Management Branch (PAMB) oversees coordination of the Department's Performance Management, Asset Management, and Risk & Resiliency programs. This oversight includes the development, implementation, and tracking of TPM measures.

National Performance Framework

23 USC §150(b) established national goals and performance-management measures that transformed the Federal-aid highway program and provided a means to invest federal transportation funds most efficiently by focusing on performance. This focus has increased the accountability and transparency of the Federal-aid highway program and has improved project

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decision making through performance-based planning and programming. The seven national goals are outlined in Figure 1 below:

Figure 1 – National Federal-Aid Highway Program Performance Goals

Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement & Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

23 CFR Part 490 outlines the specific measures required for each state DOT to establish targets and report on a regular basis. Performance is monitored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on a periodic and ongoing basis, to determine whether the state DOT has made significant progress toward achievement on its targets. For most measures, Metropolitan Planning Organizations (MPOs) have 180 days after the establishment of state targets to either support the state targets or establish their own. Additionally, Colorado monitors its achievement toward many of the federal goals through its own performance framework, established in the current statewide transportation plan and CDOT Policy Directive 14 (PD-14)—"Policy Guiding Statewide Plan Goals and Objectives."

Colorado Performance Framework

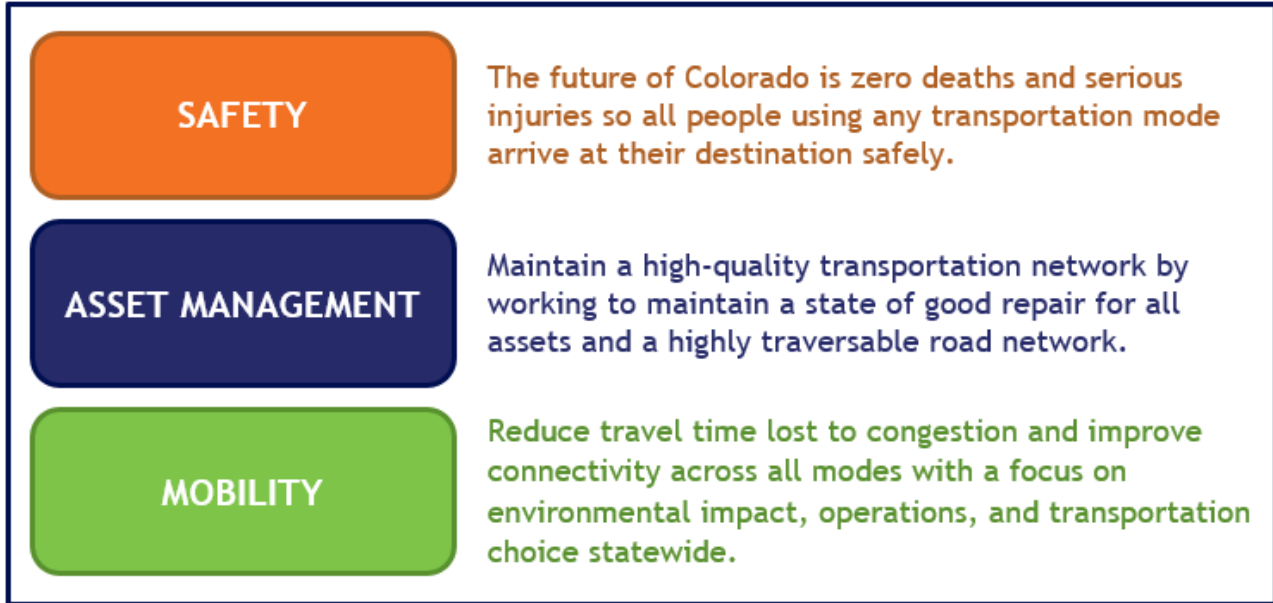
Colorado's Statewide Transportation Plan—*Your Transportation Plan*—measures its progress through goals and objectives established in PD-14. PD-14 provides a framework for the development of goals and objectives for the plan and focuses the distribution of resources, such as projects in the Statewide Transportation Improvement Program (STIP) and the annual budget. PD-14 has three goal areas: safety, asset management, and mobility. For each of these goal areas, a series of performance measures and objectives are also identified. CDOT's framework also includes provisions for an annual review of PD-14, which incorporates goals from the Department's Wildly Important Goals (WIGs), the Colorado Transportation Commission Guiding Principles, the Governor's "Bold Four" Goals, and federal TPM

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requirements. The framework creates a cadence of monitoring for the objectives and allows continuous improvement of the main goals for the Department.

Figure 2 – Colorado Statewide Transportation Plan Goal Areas:



Linking Investment to Performance Achievement

CDOT allocates revenue into nine major budget categories. These categories are Capital Construction, Maintenance & Operations, Multimodal Services, Suballocated Programs, Other Programs, and four enterprises. 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 Plan.



The FY23-26 STIP contains projects within these programs that contribute toward achievement of PD-14 and federal TPM goals. CDOT continues to develop models to forecast the relationship of current investment (which includes projects within this STIP) to future achievement of goals within the FAST Act. The table below indicates how each investment category in the FY23-26 STIP contributes toward achievement of performance goal areas indicated within the FAST Act.

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Figure 3 – Investment to Performance Matrix

CDOT Investment Category	Anticipated Investment Allocation SFY 2023 through 2026	TPM Performance Area								
		Safety	Pavement Condition	Bridge Condition	System Reliability	Freight	Traffic Congestion	CMAQ Emission Reduction	Transit Asset Management	Transit Safety
Capital Construction	\$4,153.3 million	🟢	🟢	🟢	🟡	🟢			🟡	🟢
Maintenance & Operations	\$1,495.3 million	🟢	🟢	🟢	🟢	🟡	🟢		🟡	
Multimodal Services	\$283.5 million	🟡			🟡		🟢	🟡	🟢	🟢
Suballocated Programs	\$895.1 million	🟢	🟡	🟢	🟡	🟡	🟢	🟢	🟢	🟢
Other Programs	\$95.3 million	🟢				🟡				
Colorado Bridge and Tunnel Enterprise	\$342.6 million	🟡	🟡	🟢	🟡	🟡				
Colorado Transportation Investment Office	\$96.0 million	🟡	🟢	🟢	🟢		🟢		🟡	
Clean Transit Enterprise	\$33.8 million						🟡	🟡	🟢	🟢
Nonattainment Area Air Pollution Mitigation Enterprise	\$28.9 million				🟡		🟢	🟢		

 Fully Supports Performance Area
 Partially Supports Performance Area

For more details on the performance management program, you can access the complete [Fiscal Year 2022-2023 Performance Plan here](#).

PERFORMANCE MEASURES FOR TRANSIT

The federal FAST Act 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. This 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.

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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 was not attainable while COVID-19 was affecting service. June 2019 ridership was 19,189 passengers for the 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. With CDOT’s leadership, education, and technical assistance regarding GHG emissions reductions 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. Approximately 80 rubber-tired electric transit vehicles are in service across Colorado right now and dozens more are in the process of being funded and purchased.

June 2022 Bustang ridership was 14,288 passengers and 2022 annual ridership was 174,867 riders, a 93% increase over 2021 (90,652 riders in 2021). Additional routes and services are being implemented in 2023, bringing this service within reach of more and more riders.

Unlinked passenger trips (UPT) for small urban and rural transit agencies is measured using data reported to the National Transit Database (NTD). COVID-19 related service shutdowns in calendar year 2020, along with changes to the way some agencies collected fares and/or counted passengers, caused declines in UPT that year when compared to pre-COVID-19 years. There were 12.3 million UPT in CY2020. In CY2021, 13.1 million trips were provided by agencies in small urban and rural areas across Colorado. UPT is expected to have increased again in CY2022 as more agencies continued to return to pre-COVID-19 levels of service.

Safety

49 CFR Part 673 sets forth the standards for the FTA’s Public Transportation Agency Safety Plan. Such plans are completed by recipients of 5307 funds, some with the support of CDOT, and the safety performance measures and targets are reported in MPO TIPs.

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Asset Management

This goal area includes small urban and rural agency assets as well as CDOT-owned Bustang and Bustang Outrider fleet vehicles. The performance measures and objectives are the same as 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 covers a four-year planning horizon (2018-2022); CDOT staff are updating it now for 2022-2026.

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 performance levels in the Group TAM Plan
	Equipment	The percentage of service and maintenance vehicles (non-revenue) that have either met or exceeded their ULB	Less than or equal to performance levels in the Group TAM Plan
	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 performance levels in the Group TAM Plan
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

Progress Toward Achievement of Objectives

For assets owned and operated by small urban and rural transit agencies, state of good repair performance is measured and calculated using data reported to the NTD. Performance is calculated for each asset class based on the total number of assets in a class and how many of those have met or exceeded the established useful life benchmark (ULB).

CDOT staff select projects and make funding decisions through a call for projects process. Projects funded in the FY2024-FY2027 STIP were selected and prioritized using the performance measures and targets in the Group TAM Plan and reported to the NTD. Generally, the projects selected are focused on the replacement or addition of transit buses, cutaways, minivans, and vans and transit facilities, which make up approximately 77% of the total assets. The projects selected for funding are improving performance in the largest asset classes.

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Small Urban & Rural Area Agencies: Percentage (%) of Assets Beyond SGR				
Asset Category	Asset Class	2020 Performance	2021 Performance	Total # of Assets 2021
Rolling Stock	AO – Automobile	34.38	34.38	32
	BR – Over-the-road Bus	20.51	12.86	42
	BU – Bus	20.05	26.68	409
	CU – Cutaway	24.38	23.89	342
	MV – Minivan	33.08	26.15	133
	SB – School Bus	100.00	100.00	1
	SV – Sports Utility Vehicle	25.00	12.50	16
	TR – Aerial Tramway	87.32	87.32	71
	VN – Van	10.81	14.42	102
Equipment	Automobiles	57.14	59.57	47
	Trucks and Other Rubber Tire Vehicles	23.40	27.66	47
Facilities	Passenger & Parking	2.86	2.78	42
	Administrative & Maintenance	8.70	10.26	41

The fleet vehicles used for Bustang and Bustang Outrider service are all model year 2015 and newer and, therefore, in a state of good repair. Funding decisions for Bustang and Bustang Outrider vehicles are currently based on service expansion needs and capital funds apportioned for the service.

Bustang & Bustang Outrider: Percentage (%) of Assets Beyond SGR				
Asset Category	Asset Class	2020 Performance	2021 Performance	Total # of Assets 2021
Rolling Stock	BR – Over-the-road Bus	0.00	0.00	35

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/programs/planning/transportation-plans-and-studies/stip>. 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



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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.

CDOT utilizes [A Guide to the Transportation Planning and Programming Public Involvement Process](#) as its guidebook for implementing public involvement for the entire planning process, including the development of the STIP. During the development of the 2045 SWP, 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.

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

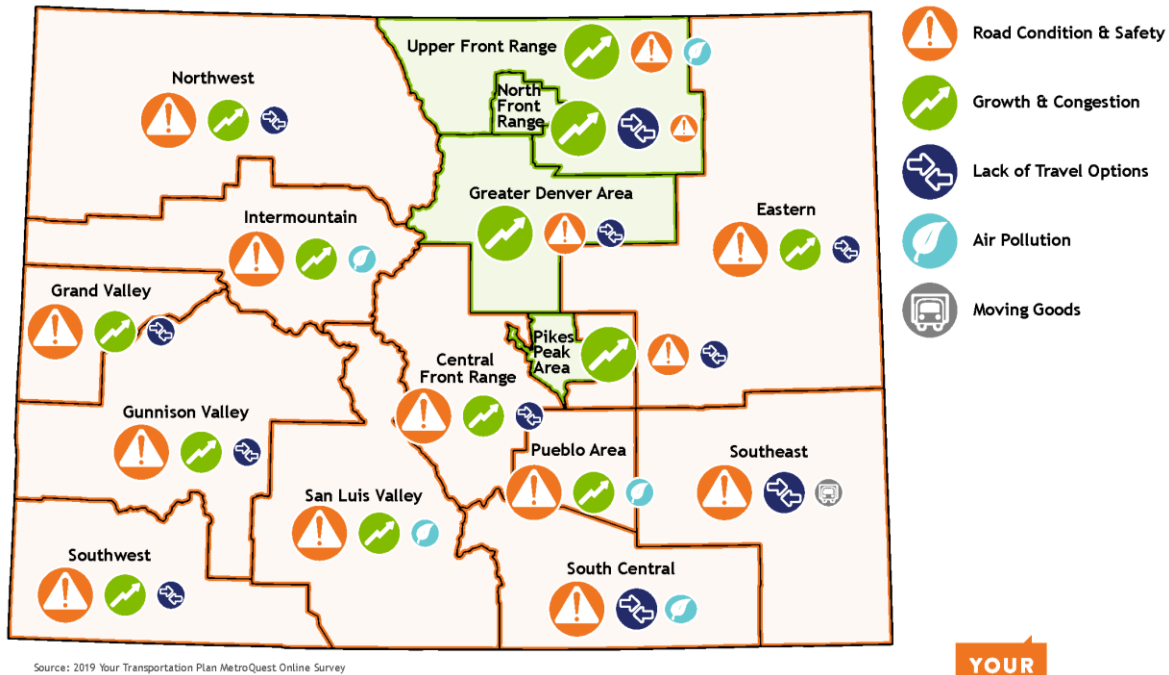


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WHAT WE'VE HEARD | By Region

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



During development of this FY2024 – FY2027 STIP, CDOT Region Planning staff met regularly with TPRs and 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. The STAC is comprised of representatives from each of the 10 rural TPRs, the five MPOs, plus the two Indian Tribes residing in Colorado, the Ute Mountain Ute Tribe and the Southern Ute tribe. These meetings allow communication amongst all of the TPRs and MPOs with CDOT and other planning partners. Discussions range from planning and policy issues to funding and environmental concerns for the state.

Also, during the fall of 2021 through late spring 2022, CDOT met with each TPR and MPO to discuss updates to the project priorities listed in the 10 Year Plan. During the same time frame, CDOT conducted multiple meetings for development of the Greenhouse Gas Rulemaking process. Each of these conversations in turn informed the planning process and project selection for the STIP.

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, per the public involvement guidelines and the 4P Guidelines. The hearing is held at the CDOT Headquarters Auditorium, during a regular Commission workshop or meeting. This allows the public another

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Statewide Transportation Improvement Program

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 7.

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 FY2024 - FY2027 STIP will go into effect on July 1, 2023, and remain in effect until June 30, 2027, unless a new STIP is adopted prior to this date.

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 Amendments

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 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 Modifications

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

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Statewide Transportation Improvement Program

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.

The STIP Amendment 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 *FY2023 – FY2026 STIP* it is important to note the accomplishments made during this STIP cycle.

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

10-Year Plan

Since the creation of the 10-Year plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB267.

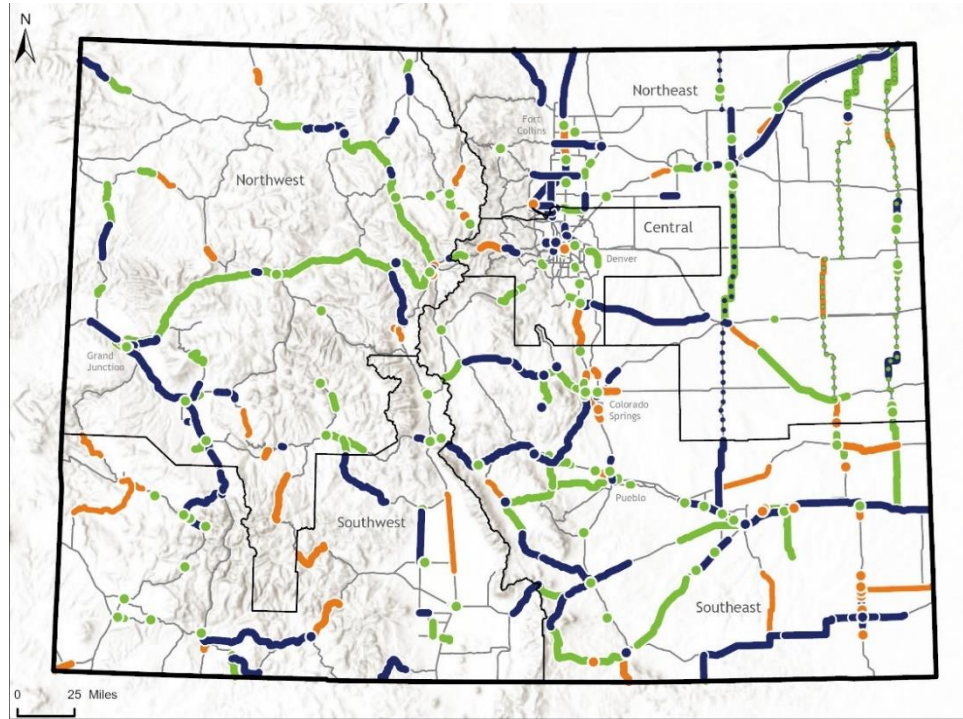
Going into the fifth year of CDOT's current 10-year plan:

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Statewide Transportation Improvement Program

- 100% of the projects in the first four years of the plan are complete or underway
- Over 50% of the full 10-year plan is now complete or in progress
- The department completed 23 projects from its 10 Year Plan in 2022 and put out 16 projects from the plan for bid.

10-Year Plan Projects funded to date



Under Construction or Complete Planned for 2022-2026 Planned for 2027 and Beyond

**Dotted line indicates rural paving improvements at targeted locations along the corridor.*

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

CDOT celebrated the completion of the \$1.2 billion Central 70 Project in November of 2022. Since its August 2018 groundbreaking, the Central 70 Project has reconstructed 10 miles of I-70, added one new Express Lane in each direction, removed an aging 57-year old viaduct, lowered the interstate and built a four-acre park for the surrounding community.



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The Central 70 Project allows motorists to have trip time reliability and increases safety for both the community and those passing through. This project successfully reconnected the community and brought people-focused infrastructure improvements that will last for generations to come and has inspired other states to follow suit.

I-70 Floyd Hill



With construction scheduled to begin on the mainline in the spring of 2023, the project will make much-needed improvements along eight miles of I-70. In September 2022, CDOT was awarded a \$100 million grant from the Infrastructure Investment and Jobs Act (IIJA). This is more than CDOT has received through any prior single grant from the U.S. Department of Transportation. Early action projects are underway, and these improvements will save users travel time for weekend trips and decrease the number and severity of crashes through more consistent traffic flow and speeds.

Major elements of the project include:

- Adding a third westbound travel lane on I-70
- Constructing a missing frontage road connection
- Adding an eastbound auxiliary lane to the uphill section of Floyd Hill
- Improving interchanges and intersections
- Improving design speeds
- Improving the Clear Creek Greenway
- Environmental mitigation for wildlife connectivity, air and water quality, stream conditions and recreation

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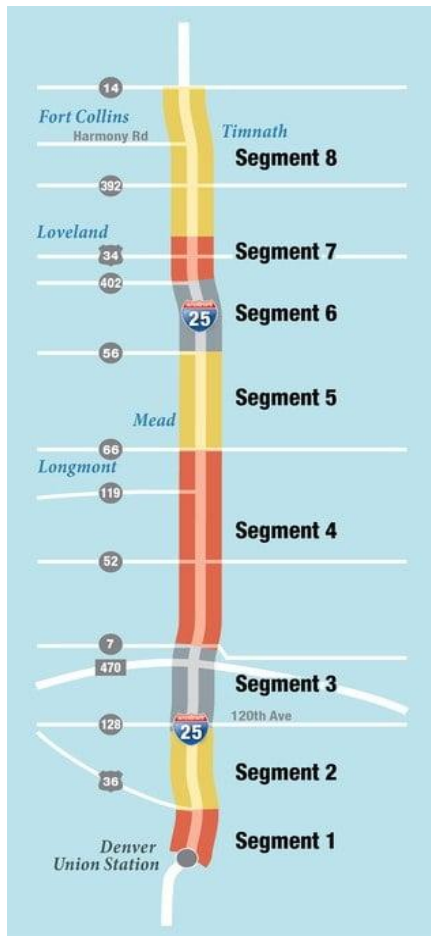
Statewide Transportation Improvement Program

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).



Additionally, communities along the I-25 North corridor are expanding rapidly, contributing to major economic growth in northern Colorado. The Colorado Department of Transportation is supporting this growth by delivering the expansion of I-25 North. Improvements are currently underway along I-25 between Berthoud and Fort Collins (with more to come from Mead to Berthoud), including:



- Construction of northbound and southbound Express Lanes with HOV option from CO 56 to just past Prospect Road.
- New interchange construction with lengthened bridges to accommodate additional I-25 lanes at Prospect Road, US 34, CO 402, CO 60, CO 56, and Weld County Road 34.
- Reconstruction of the Great Western Railroad bridges, bridges over the Cache la Poudre River, Hillsboro Frontage Road bridge, Little Thompson River bridges, Big Thompson River bridges, and Larimer County Road 20.
- Reconstruction of the Port of Entry 2,000 feet south of current location for improved interstate operations.
- Operational improvements of on- and off-ramps at Harmony Road.
- Replacement of the Kechter Road bridge and elevation of the I-25 crossing at Kechter to rebuild to city standards.
- New mobility hub with center lane bus slip ramps for Bustang, expanded Park-n-Ride lot, and creation of a new pedestrian and bicycle access under I-25 at Kendall Parkway.
- Frontage Road improvements at CO 402 and CO 56, addition of roundabouts, and relocation and widening of the current Park-n-Rides.

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Greenhouse Gas Rules

CDOT completed the process for developing rules for Greenhouse Gases. These Rules are codified in Section 8 of [2 CCR 601-22](#) – *Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions*. These Rules were adopted by the Colorado Transportation Commission on December 16, 2021.

Revitalizing Main Streets

In 2022, over \$35 million worth of projects were either awarded or kicked off. CDOT is proud to make investments in our roads and built environments that support multimodal transportation options. The Revitalizing Main Streets grant program funds the enhancement of active transportation safety and results in encouraging physical activity.

The program strengthens the connection of people to main streets and central economic hubs, resulting in boosting local economic vitality in towns and cities across Colorado. Through a grant process, local communities can implement their vision of building infrastructure improvements to make walking and biking easy, yielding long-term benefits to public health and the economy that also bolster community connections.



Accomplishments for 2022 and 2023

Key accomplishments for 2022 include:

- 107 Total Projects Completed
- Over 50% of the full 10-year plan is complete
- 538 Miles of Rural Roads Improved
- 16 10-Year Plan Projects Put Out for Bid
- 129 Projects Awarded
- 1 million revenue service miles achieved on Bustang
- \$840 million spent on construction contractor payments
- 6 million lane miles plowed

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In 2023, CDOT is projected to spend over 1.5 billion on construction. With progress well underway and more projects quickly coming, Coloradans should expect CDOT to continue building the connections we need to keep our state thriving.

Completed and Discontinued/Delayed Projects

In Fiscal Year 2023, CDOT was able to complete 273 transportation projects with a total cost of \$778 million. In addition, CDOT discontinued or delayed 6 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.

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 2022

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.

“Greenhouse Gas (GHG)” is pollutants that are anthropogenic (man-made) emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride, and sulfur hexafluoride.

“Greenhouse Gas (GHG) Reduction Level” is the amount of the GHG expressed as CO₂e reduced that CDOT and MPOs must attain through transportation planning.

“Greenhouse Gas (GHG) Mitigation Measures” are non-Regionally Significant Project strategies that reduce transportation GHG pollution and help meet the GHG Reduction Levels.

STIP Development Guidance and 4P Process

Statewide Transportation Improvement Program

“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.

“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

STIP Development Guidance and 4P Process

Statewide Transportation Improvement Program

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*

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

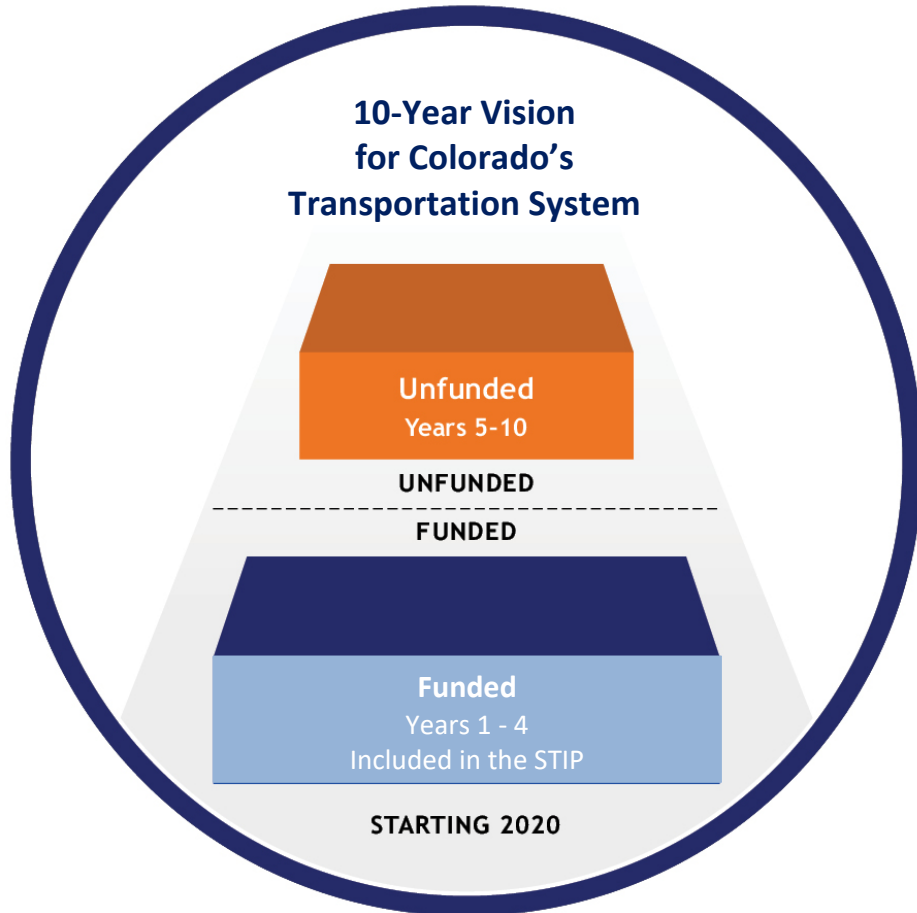
The Statewide Transportation Plan (SWP) outlines transportation needs, and goals and objectives over the next 20-plus years and provides a roadmap for transportation investments. It incorporates other long range plans including the Regional Transportation Plans (RTPs), modal plans (i.e. Transit, Bicycle/Pedestrian, 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

STIP Development Guidance and 4P Process

Statewide Transportation Improvement Program

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).



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

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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.

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.

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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.

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.

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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> 	

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

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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 (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

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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, two of the MPOs are in non-attainment/maintenance for one or more pollutants (DRCOG 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.

E. Greenhouse Gas Pollution Reduction Program

1. [2 CCR 601-22](#) Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions

On December 16, 2021, the Colorado Transportation Commission adopted the updated planning rules to include a section on Greenhouse Gas Reductions. The new rules, detailed in Section 8 of 2 CCR 601-22, apply to all MPOs and rural Colorado. Section 8 of these Rules establishes Greenhouse Gas (GHG) pollution reduction planning levels for transportation that will improve air quality, reduce smog, and provide more sustainable options for travelers across Colorado. The purpose of these requirements is to limit the GHG pollution and provide more transportation mobility options. This is accomplished by requiring CDOT and MPOs to establish plans that meet GHG reduction levels through a mix of projects that limit and mitigate air pollution and improve quality of life and Multimodal options.

For further information, you can find the [Rules here](#).

F. 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

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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.

G. 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.

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

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<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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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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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 and then forwarded to FHWA/FTA for their approval. 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 Chief Financial Officer 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](#)

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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, the STIP report is split into two views. Each view provides a different snapshot of the data included in the STIP. The full STIP Summary report shows all of the projects included in the FY2024 – FY2027 STIP. The Major Projects report shows data that is extracted from the full STIP report. 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 two STIP project views:

- All Projects - This view lists all of the projects included in the current FY2024 - FY2027 STIP. This view is found under Chapter 4.1 in the pdf Index.
- Major Projects - This view is a subset of the full STIP and includes only the major projects across the state. This view is found under Chapter 4.2 in the pdf Index.



CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027	
01	SDR6744	Region 1 CMAQ Pool	SDR6744.069	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	FSA	S	FAS	C	25					
			SDR6744.072	Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln	FSA	S	FAS	C	500					
			SDR6744.074	US-40 Complete Streets: Violet St. to I-70	CDR	F	AQC	D				3,950		
							L	L	D			1,000		
						IMF	S	MTF	D			4,950		
		SDR9000	SDR9000	SDR9000.001	Bennett Kiowa Creek Trail	CDR	F	AQC	D	1,420				
							L	L	D	355				
						MMM	S	MTF	D	1,775		721		
						TDR	F	TAP	D			577		
							L	L	D			145		
				SDR9000.002	Bridge St. Intersection Improvements: 22nd Ave to 42 Ave	CDR	F	AQC	D	738				
							L	L	D	675				
						MMA	F	ARP	D	1,412				
				SDR9000.003	Thornton Bike-Ped Trail Study and Precon Activities	CDR	F	AQC	D	533				
							L	L	D	122				
					MMA	F	ARP	D	655					
			SDR9000.004	Lone Tree Creek Trail Underpass of Arapahoe Rd	CDR	F	AQC	D	1,725					
						L	L	D	431					
					MMA	F	ARP	D	2,156					
			SDR9000.005	Arapahoe Rd. Sidepath Improvements: I-25 to Parker Rd.	CDR	F	AQC	D			1,790			
						L	L	D			450			
					MMM	S	MTF	D			2,240			
			SDR9000.006	Airport Creek Trail Underpass at BNSF	CDR	F	AQC	D	263		1,243			
						L	L	D	175		828			
					MMM	S	MTF	D	437		2,071			
			SDR9000.007	Bike/Ped Bridge over Santa Fe Dr.: Jewell Ave. to Evans Stat	CDR	F	AQC	D	1,198		3,302			
						L	L	D	799		2,203			
					MMM	S	MTF	D	1,996		5,504			
			SDR9000.008	Buchtel Blvd. Complete Street and Evans Ave. Intersection Im	CDR	F	AQC	D	2,395		7,285			
						L	L	D	532		1,908			
					MMM	S	MTF	D	2,927		9,193			
			SDR9000.009	South Platte River Trail: Mississippi Ave to City Limits	CDR	F	AQC	D	750		750			
						L	L	D	500		500			
					MMM	S	MTF	D	1,250		1,250			
			SDR9000.010	I-25 & Castle Pines Pkwy: Bike/Ped Overpass Precon	CDR	F	AQC	D	350					
						L	L	D	400					
					MMA	F	ARP	D	750					
			SDR9000.011	Castle Rock Industrial Tributary Trail	CDR	F	AQC	D	85		253			
						L	L	D	415		3,830			
					MMM	S	MTF	D	500		4,082			
			SDR9000.012	32nd Ave. Bike Lanes at I-70	CDR	F	AQC	D	390					
						L	L	D	110					
					MMA	F	ARP	D	500					
			SDR9000.013	Wadsworth Blvd Shared-Use Path: 32nd Ave. to 35th Ave.	CDR	F	AQC	D	750		2,000			
						L	L	D	500		500			
					MMM	S	MTF	D	1,250		2,500			
			SDR9000.014	Ward Station Multimodal Access Improvements	CDR	F	AQC	D	3,475					
						L	L	D	1,350					
					MMA	F	ARP	D	4,825					
			SDR9000.015	East Colfax BRT - Design	MMA	F	ARP	D	3,437					
					TRN	F	5307	D	2,845					

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
							L	L	D	592			
			SDR9000.016	Mineral Station Area Multimodal Improvements	6DR	F	CRP	D			733		
							L	L	D		186		
					MMM	S	MTF	D			919		
			SDR9000.017	120th Ave Safety & Multimodal Corridor Study: US85 to Tower	6DR	F	CRP	D	80				
							L	L	D	20			
					MMA	F	ARP	D	100				
			SDR9000.018	Aurora Multimodal Access Improvements	6DR	F	CRP	D	65		1,791		
							L	L	D	43	1,040		
					MMM	S	MTF	D	107	2,369			
			SDR9000.019	Smith Rd Multimodal Improvements: Peoria St to Powhatan Rd	6DR	F	CRP	D	1,000				
							L	L	D	250			
					MMA	F	ARP	D	1,250				
			SDR9000.020	E 64th Ave Corridor Study: SH-2 to Quebec Pkwy.	6DR	F	CRP	D	38				
					MMA	F	ARP	D	62				
			SDR9000.022	Federal Blvd Bus Stop Improvements: 70th to 92nd Ave	6DR	F	CRP	D	170				
							L	L	D	50			
					MMA	F	ARP	D	219				
			SDR9000.026	S Havana St. Bikeway	6DR	F	CRP	D			300		
							L	L	D		500		
					MMM	S	MTF	D			800		
			SDR9000.027	Parker Rd Multi-Use Path: East Side Gaps Pine Rd to Stroh Rd	6DR	F	CRP	D			1,096		
							L	L	D		1,404		
					IMF	S	MTF	D			2,500		
			SDR9000.029	Jefferson County Bicycle Plan Implementation	6DR	F	CRP	D	168		168		
							L	L	D	40	40		
					MMM	S	MTF	D	207		207		
			SDR9000.030	Hampden Ave. CS Improvements Broadway to Lafayette	MMA	F	ARP	D	3,285				
					TDR	F	TAP	D	2,190				
							L	LO	D	1,369			
			SDR9000.031	S Broadway CS Improv: Hampden Ave to Belleview Ave	MMA	F	ARP	D	2,450				
					TDR	F	TAP	D	1,863				
							L	L	D	588			
			SDR9000.032	E 88th Ave MM Improv: I-76 to CO 2	MMM	S	MTF	D			1,200		
					TDR	F	TAP	D			720		
							L	L	D		480		
			SDR9000.033	100th Ave Multi-Use Path: Riverdale Rd to W Forest Circle	MMM	S	MTF	D	58		318		
					TDR	F	TAP	D			191		
							L	L	D	23	128		
			SDR9000.034	High Line Canal Trail Underpass at Broadway - Precon Activit	MMM	S	MTF	D	100		300		
					TDR	F	TAP	D			180		
							L	L	D	42	120		
			SDR9000.035	County Line Rd Shared Use Path: Broadway to High Line Canal	MMM	S	MTF	D	75		1,310		
					TDR	F	TAP	D	45		819		
							L	L	D	30	491		
	R1 Surface Treatment Program Pool (Unassigned)		SR15215.131	US-6 at Frei Pit Entrance Resurfacing	SUR	F	NHPP	C			2,500		
			SR15215.171	SH7: I-25 to US85	FSA	S	FAS	U	840				
			SR15215.178	SH93: US6 to 58th Resurfacing	SGA	S	SHF	C	520				
					SUR	F	NHPP	C	7,551				
			SR15215.183	SH 2 Colorado Blvd. Resurfacing - MLK Blvd. to US 6	SUR	F	NHPP	C	5,388				
			SR15215.184	I-76: York to Dahlia Roadway Reconstruction	PWQ	F	NHPP	C	540				
							S	SHF	C	135			
			SR15215.186	US 287: I-70 to 92nd Resurfacing	SUR	F	NHPP	D	98				
							S	SHF	D	20			
			SR15215.188	SH-224: I-25 to US-6 Overlay	SUR	F	NHPP	C			5,600		
			SR15215.189	I-70: Chief Hosa to Colfax Ave	SUR	F	NHPP	C			9,500		

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
			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	5,799		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	SUR	F	NHPP	C			6,600		
			SR15215.196	SH-74 Evergreen Downtown to Cold Springs Gulch	SUR	F	NHPP	D	350				
			SR15215.202	I-70 EB RESURFACING MP 215 TO 226	FSB	F	STBG	C	218				
					SUR	F	NHPP	C	8,361				
						S	SHF	C	805				
			SR15215.210	C-470: Wads to Ken Caryl Resurfacing	SUR	F	NHPP	D	223				
SR16682	R1 Hazard Elimination Pool		SR16682.118	R1 HSIP Pool BROADWAY/LITTLETON BLVD INTERSECTION IMP	IHE	F	HSIP	C			16,000		
			SR16682.132		FSB	F	STBG	C	3,040				
SR16684	R1 Traffic Signals Pool		SR16684.043	R1 Traffic Signal Pool	IGN	F	NHPP	C			3,000		
			SR16684.053	R1 FY23 Signal Replacement	SGA	S	SHF	C	1,413				
SR16712	R1 Bridge On System Pool		SR16712.104	R1 Bridge On-System Pool	IBR	F	NHPP	C			15,000		
			SR16712.108	I25/58TH/62ND BRIDGE PREVENT MTC	CBP	F	NHPP	C	4,866				
						S	SHF	C	468				
			SR16712.112	R1 Essential Wall Repairs FY22	CWP	F	NHPP	C	1,074				
						S	FAS	C	78				
			SR16712.114	I70 over Washington Bridge Essential Repairs	CBP	F	NHPP	C	59				
						S	SHF	C	5				
SR16718	Locally-Funded Projects Do Not Use		SR16718.010	Washington St. Impr: 47th Av to 52nd Ave	DIR	F	GRNT	C	6,362				
SR16719	R1 Regional Priority Program (RPP) Pool		SR16719.086	R1 RPP Pool	IRP	S	SHF	C			17,500		
SR17002	R1 FASTER Safety Projects Pool		SR17002.121	SH 7D Bicycle Shoulder Widening Project	FSA	S	FAS	D	316				
SR17012	R1 STP-Metro Pool - DRCOG MPO Area		SR17012.057	I-270 Environmental Assessment & Preliminary Design	ISB	S	267	D	10,000				
			SR17012.086	SH-7 Preliminary and Environmental Engineering	CDR	F	AQC	D	642		2,371		
						L	L	D	217		1,510		
					MMM	S	MTF	D	853		3,854		
			SR17012.105	I-25/Happy Canyon Interchange - Preconstruction Activities	MDR	F	STBG	C	200				
						L	L	C	200				
			SR17012.106	88th Ave. Corridor Study (Pecos St. to Dahlia St.)	MDR	F	STBG	M	200				
						L	L	M	50				
SR17038	R1 Permanent Water Quality Pool		SR17038.005	Denver South Federal Green Blvd PWQ Project	PWQ	F	NHPP	C	393				
						S	SHF	C	98				
02	SPB7004	US 50 West Pikes Peak Region Transportation Enhancements Pool	SPB7004.999	US 50 West	PWQ	F	NHPP	C	659				
	SPP6156		SPP6156.047	El Paso County Wetland Bank: Akers	6PP	F	CRP	C	620		620		
						L	L	C	129		129		
			SPP6156.049	Galley Road Sidewalks	TPP	F	TAP	D	368				
						L	L	D	92				
			SPP6156.052	Colorado Avenue Improvements	TPP	F	TAP	C			517	519	339
						L	L	C			129	129	65
			SPP6156.053	Creek Walk Trail Phase 6	TPP	F	TAP	R					184
						L	L	R					46
			SPP6156.054	Woodland Park Pedestrian Improvements	TPP	F	TAP	C	145				
						L	L	C	36				
SPP6726	Metro Pool		SPP6726.002	Colorado Springs Transit Planning & Admin	MPP	F	STBG	M	159		167	167	168
						L	L	M	33		34	34	35
			SPP6726.021	SH 105 imprvmts fr Woodmoore Dr to Lake Woodmoore Dr	MPP	F	STBG	C	1,815				
						L	L	C	377				
			SPP6726.033	Ruxton Avenue Ped and Drainage Corridor Imp	MPP	F	STBG	C	2,235		620		
						L	L	C	464		129		
			SPP6726.034	Jackson Creek Pkwy Expansion	MPP	F	STBG	C			1,500		
						L	L	C			258		
			SPP6726.035	Ute Pass trail	TPP	F	TAP	C	247				
						L	L	C	61				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
			SPP6726.041	31st St and Fontanero St Bridge Reconstruction	TPP	F	TAP	C	156		405	407	
						L	L	C	29		101	101	
			SPP6726.042	Bradley Road Widening	MPP	F	STBG	C	103		100	988	
						L	L	C	21		20	205	
			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	868		366	864	
						L	L	C	180		76	179	
			SPP6726.045	Link Rd.	MPP	F	STBG	C	964		1,762	539	1,384
						L	L	C	166		366	112	288
			SPP6726.046	Upper Glenway Road Reconstruction	MPP	F	STBG	C	846				
						L	L	C	175				
			SPP6726.047	MMT Metro Rides	MPP	F	STBG	M			471	471	472
						L	L	M			98	98	98
			SPP6726.048	Spruce Mountain Road Improvements	MPP	F	STBG	C			204	1,037	
						L	L	C			42	215	
			SPP6726.049	Judge Orr and Blue Gill Drive Intersection Improvements	MPP	F	STBG	C			1,321	709	2,936
						L	L	C			274	147	610
			SPP6726.050	Fountain ADA improvements	MPP	F	STBG	C				132	
						L	L	D				37	
			SPP6726.051	East End Manitou Ave Ped and Drainage Improvements	MPP	F	STBG	C			182		
						L	L	C			37		
			SPP6726.052	Woodmen Rd design and EA re-evaluation	MPP	F	STBG	C			2,441		
						L	L	C			507		
			SPP6726.053	Woodmen Rd : Sh 21 to 1000 ft east of Black Forest Rd.	MPP	F	STBG	C				4,431	3,417
						L	L	D				921	710
SPP7003	Bridge off system Pool in the PPACG area	SPP7003.003	Arnold Ave Br repl west of Mitchell Ave	MPP	F	STBG	C	482					
						L	L	C	100				
SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	RPP	F	STBG	C			1,241	413		
						S	SHF	C			258	86	
SR25079	Region 2 Transportation Enhancement Reserves	SR25079.092	El Paso County ADA inventory for ADA improvements	MPP	L	L	C	201					
SR25164	Bridge-On Pool	SR25164.078	I-25 AND SH10 bpm Project	CBP	F	NHPP	C			2,624			
						S	SHF	C			545		
			SR25164.081	CO239A Trinidad Minor Bridge Replacement P-19-G at MP 1.74	CBP	F	STBG	D			16		
						F	STBG	M			165		
						S	SHF	D			3		
						S	SHF	M			34		
SR25216	Region 2 Surface Treatment Projects	SR25216.145	Us 24 West Surface treatment MP 291 to 297	SUR	F	STBG	C	2,952					
						S	SHF	C	613				
			SR25216.146	Preventative Maintenance US 287A/287B	SUR	F	STBG	C	1,932				
						S	SHF	C	401				
			SR25216.148	SH 207 Manzanola North	SUR	F	STBG	C	316				
						S	SHF	C	65				
			SR25216.150	I25 Filmore to Garden of the Gods	FSA	S	FAS	C	3,000				
					PWQ	F	NHPP	D			150		
					SUR	F	STBG	C	1,655				
						S	SHF	C	344				
			SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	SUR	F	STBG	C	1,120				
						S	SHF	C	232				
			SR25216.152	Us 50A Preventative Maintenance MP 277 to 283	SUR	F	STBG	D	226				
						S	SHF	D	46				
			SR25216.153	US 24A Mill and Overlay Woodland Park to Divide	SUR	F	STBG	C	1,494				
						S	SHF	C	310				
			SR25216.154	I25 Mill and Overlay Butte Creek North	SUR	F	STBG	C	7,169				
						S	SHF	C	1,484				
			SR25216.156	US 50B mill and overlay I25 to 36th lane	SUR	F	STBG	C	1,753				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027	
							S	SHF	C		364			
			SR25216.157	US 50A Mill and Overlay Coaldale to Region 5	SUR	F	STBG	C			5,134			
							S	SHF	C			1,067		
			SR25216.160	US 50A Pueblo County Line to West of Purcell Blvd	SUR	F	NHPP	C	7,029					
							S	SHF	C	1,461				
			SR25216.161	SH 47A Preventative Maintenance	CBP	F	NHPP	C			99			
							S	SHF	C		20			
					SUR	F	STBG	C	1,136		126			
							S	SHF	C	236		26		
			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	CBP	F	NHPP	C	165		41			
							S	SHF	C	34		8		
					SUR	F	STBG	C	5,454		606			
							S	SHF	C	1,133		125		
			SR25216.164	I25 and US50B Interchange	SUR	F	STBG	D			2,814			
							S	SHF	D		585			
			SR25216.165	Us 50 Las Animas Area Surface Treatment, ADA impr & Drainage	SUR	F	STBG	C	2,814					
							S	SHF	C	585				
			SR25216.167	US 24 ADA ramps MP 284 to 288	SUR	S	SHF	C	155					
			SR25216.169	US 285D Surface Treatment MP 220-229	SUR	F	STBG	C			6,561			
							S	SHF	C		1,363			
			SR25216.170	Us 50 A MP 296-310	CBP	F	NHPP	C	397		82			
							S	SHF	C	82		17		
					SUR	F	STBG	C				5,505		
							S	SHF	C			1,144		
			SR25216.171	I25 Resurfacing MP 69 to 80	CBP	F	NHPP	C			136			
							S	SHF	C		8			
					SUR	F	STBG	C				8,692		
							S	SHF	C			1,807		
			SR25216.172	SH115A Colorado Springs Surface treatment MP41-48	CBP	F	NHPP	C			33			
							S	SHF	C		6			
					SUR	F	STBG	C				6,540		
							S	SHF	C			1,359		
			SR25216.173	US 24G MP 319-335	CBP	F	NHPP	C	20		161			
							S	SHF	C	4		33		
					SUR	F	STBG	C				4,868		
							S	SHF	C			1,012		
			SR25216.176	US285D Park County Resurfacing MP 220 - 228.8	SUR	S	SHF	D	200					
SR26644	Hazard Elimination Pool		SR26644.081	US 24 MP 272.62 to 272.87 Blind Curve repair	HAZ	F	HSIP	C	66					
			SR26644.102	Us 50 West of Canon City Mp 271-275	FSA	S	FAS	C			3,900			
					HAZ	S	SHF	C	500					
			SR26644.103	City of Pueblo Lake Avenue and Orman Roundabout	HLZ	F	HSIP	C			1,350			
					LOM	L	L	C			150			
			SR26644.104	Adams and Jackson Round about	HLZ	F	HSIP	D	110					
					LOM	L	L	D	12					
			SR26644.105	Garden of the Gods Road Intersection Improvements	HLZ	F	HSIP	C			1,403			
							F	HSIP	D	360				
					LOM	L	L	C			155			
							L	L	D	40				
SR26646	Traffic Signal Pool		SR26646.999	Traffic Signal Pool	SGA	S	FAS	C	600					
							S	FAS	D	60				
					SGN	S	SHF	C	245					
SR26710	Bridge-on Maintenance & Repair Pool		SR26710.053	US 50 B West of Las Animas East	CBP	F	NHPP	C	287					
							S	SHF	C	59				
			SR26710.055	SH 12 P-17-F Bridge Repair	CBP	F	NHPP	C	1,937					

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
						S	SHF	C	402				
			SR26710.062	Us 50A Preventative Maintenance	CBP	F	NHPP	C	66				
						S	SHF	C	13				
			SR26710.063	I25 Butte Creek North	CBP	F	NHPP	C	1,192				
						S	SHF	C	247				
			SR26710.071	US 85A Fountain PM mp 128-138	CBP	F	NHPP	C	44		60		
						S	SHF	C	9		12		
SR26867	Regional Priorities Pool		SR26867.059	US 50C Drainage Improvements	RPP	F	STBG	C				248	
						S	SHF	C				51	
			SR26867.065	Us 50 B drainage improvements	RPP	F	STBG	C	817				1,407
						S	SHF	C	172				293
			SR26867.069	SH 21 corridor	RPP	F	NHPP	C	1,241		827		
						F	STBG	C	413			1,821	
			SR26867.076	I-25 South from Circle to Fountain SH 94 Imprmnts	PWQ	F	NHPP	C	344		172	378	
			SR26867.079	SH 385 Rerignment of Bridge MP 98	RPP	F	STBG	C	2,009		436		
						S	SHF	C	228		433		
			SR26867.080	US 50 east SE TPR	RPP	F	NHPP	C	47		90		
						F	STBG	C	1,201		413	1,738	
						S	SHF	C	147				
			SR26867.089	SH 69 widening and Rumble strips	RPP	F	NHPP	C	249		116	361	
						S	SHF	C				413	
			SR26867.098	US 285 Widening from SH 9 to 6th street	RPP	F	NHPP	C				86	
						S	SHF	C	34				
			SR26867.105	SH 67 North of Woodland Park	RPP	F	STBG	C	7				
						S	SHF	C	1,655				
			SR26867.107	SH 71 Intersection Improvements at SH 96 and CR G	RPP	F	STBG	C	344			620	206
						S	SHF	C			129	43	
			SR26867.108	US 50 at Sh 71/CR 18 Signal installation	FSA	S	FAS	C	1,340				
						S	FAS	R	13				
			SR26867.113	Woodland Park Reliever Route Study	RPP	F	STBG	M			413		
						S	SHF	M			86		
			SR26867.114	Us 24 East	RPP	F	NHPP	C	1,241		2,069		662
						S	SHF	C	258		430		139
			SR26867.119	I-25 at Exit 108 Improvements	RPP	F	STBG	C				413	
						S	SHF	C				86	
			SR26867.120	Safety and Operations I-25 South Academy to Circle/Lake	RPP	F	STBG	C	827		1,241	1,655	
						S	SHF	C	172		258	344	
			SR26867.121	US 24A shoulders/safety improvements	RPP	F	STBG	C				365	331
						S	SHF	C				75	69
			SR26867.122	CO 115 Shoulder / safety improvements Florence to Canon City	RPP	F	STBG	C					828
						S	SHF	C					172
			SR26867.123	I25 C Walsenburg Safety and Intersection Improvements	RPP	F	STBG	C					2,980
						S	SHF	C					620
			SR26867.124	US50 passing lanes between Las Animas and Hasty	RPP	F	STBG	C				124	
						S	SHF	C				25	
			SR26867.125	US 50B Colonia Ave North in Lamar - Concrete paving	RPP	F	STBG	C				496	
						S	SHF	C				103	
			SR26867.127	Signal Rpmt SH 21/Constitution/Palmer Pk & US 24 at Academy	RPP	F	STBG	C	413				
						S	SHF	C	86				
			SR26867.128	SH 12 ADA IMPROVEMENTS	RPP	F	STBG	C					828
						S	SHF	C					172
			SR26867.130	US 285 Safety Improvements	RPP	F	STBG	C					828
						S	SHF	C					172
SR27002	Region 2 FASTER Safety Pool		SR27002.059	CO83A Passing Lanes MP 28 - 30	FSA	S	FAS	C	50				

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			SR27002.063	SH160 By Cr504 West of Walsenburg	FSA	S	FAS	C					1,196
			SR27002.067	US285D Bailey Safety Improvements MP 221 to 226	FSA	S	FAS	C	420		600		
			SR27002.072	US 24 EB Passing Lanes MP 340-344	FSA	S	FAS	C			1,500		
			SR27002.076	R2 X-Lite Replacement	SAE	F	STBG	C	70				
			SR27002.078	US 50 B and US 50 C at SH 231 safety Improvements	FSA	S	FAS	D	159		1,240		
			SR27002.079	I25 Median Barrier Project	FSA	S	FAS	C			400		
			SR27002.080	Us 24 Falcon Judge Orr Intersection improvements	FSA	S	FAS	C	1,000		1,650		
			SR27002.081	SH115 Colorado Springs Lake Ave Intersection Improvements	FSA	S	FAS	C	1,022		1,022		
			SR27002.082	US85 and Carson Blvd Intersection Improvements	FSA	S	FAS	C			250		
			SR27002.085	SH 115 ramps at US 50	FSA	S	FAS	C	1,080		1,000		
	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction		SR27010.008	SH 115 Reconstruction Mp 26-34	RPP	S	SHF	C			612		
					SUR	S	SHF	C			3,566		
	SR27017	PACOG Carbon Reduction Pool	SR27017.001	Pueblo County Blvd Extension Trail	6PU	F	CRP	C	8				
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	CWP	F	NHPP	C			50		
					FSA	S	FAS	C	3,685		315		
					HAZ	F	HSIP	C	3,767				
					RPP	S	SHF	C	2,000		2,225	3,436	3,437
					SUR	F	NHPP	C	5,000				
	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				
	SR35185	REGION 3 SAFETY - TSM, SURFACE TREATMENT	SR35185.999	REGION 3 SAFETY - TSM, SURFACE TREATMENT	SAE	F	NHPP	M	30				
						S	SHF	M	2				
	SR35217	Region 3 Surface Treatment Project	SR35217.028	US 40 Through Steamboat Springs	SUR	F	NHPP	C	2,069				
						S	SHF	C	430				
			SR35217.030	Craig RE Chip Seals	SUR	F	STBG	C	1,241				
						S	SHF	C	258				
			SR35217.032	Montrose RE Chip Seals	SUR	F	STBG	C	248				
						S	SHF	C	51				
			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	1,109				
						S	SHF	D	230				
			SR35217.067	I-70 Rifle to Silt slab repair	CBP	F	NHPP	C	1,779				
						S	SHF	C	444				
					SUR	F	NHPP	C	1,321				
						S	SHF	C	127				
			SR35217.084	SH 9 Silverthorne North	SUR	F	STBG	C	993				
						S	SHF	C	206				
			SR35217.091	Mountain Residency Chip Seals	SUR	F	STBG	C	165				
						S	SHF	C	34				
			SR35217.114	SH 13 Hamilton South	SUR	F	NHPP	C	2,069				
						S	SHF	C	430				
			SR35217.118	US 50 West of Delta Resurfacing	SUR	F	NHPP	C	7,202				
						S	SHF	C	1,497				
			SR35217.127	I-70B East and West of New Construction	SUR	F	NHPP	C	1,655				
						S	SHF	C	344				
			SR35217.143	SH 141B Mesa County	SUR	F	STBG	C	2,732				
						S	SHF	C	567				
			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	C	827				
						S	SHF	C	172				
			SR35217.151	SH64/SH13 at Meeker	SUR	F	STBG	C	1,084				
						S	SHF	C	225				
			SR35217.152	I-70 East of Debeque	SUR	F	NHPP	C	1,003				
						S	SHF	C	96				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
			SR35217.153	SH 141 Gateway North	SUR	F	STBG	C	1,573				
						S	SHF	C	326				
	SR36607	Region 3 Region Priority Program	SR36607.011	US 40 Craig East to I-70	RPP	F	NHPP	C	3,200		2,256		
						S	SHF	C	750		468		
			SR36607.024	US 6A Fruita to I-70B	PWQ	F	NHPP	D	41				
						S	SHF	D	8				
			SR36607.032	Region 3 Shoulder Pool	RPP	S	SHF	C	223				
			SR36607.036	US 550 Montrose South Impv	SUR	F	NHPP	C	1,028				
	SR36608	Region 3 Bridge On System Program	SR36608.029	I-70 Saltwash Bridge Repair	CBP	F	NHPP	C	1,468				
						S	SHF	C	367				
	SR36693	Region 3 Hazard Elimination Program	SR36693.040	I 70B and 31.5 Rd Left turn lane	HAZ	F	HSIP	C	303				
						S	SHF	C	29				
	SR36700	Region 3 Traffic Signals Program	SR36700.999	Region 3 Traffic Signals Program	SGA	S	FAS	C	1,700				
						SGN	F	STBG	D	245			
	SR37006	Region 3 FASTER Safety Projects	SR37006.010	Regional Intersection Improvement	FSA	S	FAS	C	315				
	SR37011	Region 3 Wall Asset Management	SR37011.999	Region 3 Wall Asset Management	CWP	F	STBG	C	1,349		1,109		
						S	SHF	D	280		241		
04	SDR6717	DRCOG STP-Metro Pool - R4	SDR6717.018	23386-SH119 Bikeway: Boulder to Longmont	I1C	F	STBG	C	575				
						ICD	F	AQC	C	3,175			
						L	L	C	240				
						MMA	F	ARP	C	3,985			
	SDR7007	Region 4 - DRCOG Area CMAQ Pool	SDR7007.026	23385-SH-119 BRT Enhancements	I1C	F	STBG	C	350				
						ICD	F	AQC	C	4,743			
						L	L	C	355				
						MMA	F	ARP	C	8,924			
	SDR7119	DRCOG Carbon Reduction Program	SDR7119.001	25002-3rd St & Welker Ave Intersection Imp.	I6C	L	L	C	132				
						L	LO	C	1,683				
	SNF5095	NFR Transp Alternative Program	SNF5095.003	21993-North LCR 17 Expansion (Willcox Lane to US287/SH14)	6CG	F	CRP	C	48				
						L	L	C	10				
						6NF	F	CRP	C	546			
						L	L	C	113				
			SNF5095.006	24984-Willow Bend Trail	TNF	F	TAP	C	228				
						L	L	C	47				
						L	LO	C	79				
			SNF5095.008	25557-William Neill/Ziegler Intersection Imp.	ITN	F	TAP	C	233		370		
						L	L	C	48		76		
						L	LO	C	86		566		
			SNF5095.009	25556-Great Western Trail Crossing/Paving	IMN	F	STBG	C			207		
						L	L	C			42		
						L	LO	C			137		
						ITN	F	TAP	C		93		
						L	L	C			19		
	SNF5173	CMAQ Pool- North Front Range TPR	SNF5173.060	24982-35th Avenue Adaptive Signal	CNF	F	AQC	C	604				
						L	L	C	125				
						L	LO	C	32				
			SNF5173.061	24983-US287 Signal Coordination Improvements	CNF	F	AQC	C	620				
			SNF5173.062	24986- Mulberry Street Traffic Signal	CNF	F	AQC	C	440				
						L	L	C	91				
			SNF5173.063	25558 -WCR74 and WCR31 Roundabout	ICN	F	AQC	C			1,269		
						L	L	C			263		
						L	LO	C			6,330		
	SNF5788	NFR STP Metro Pool	SNF5788.045	21995-SH257 & Eastman Park Drive Intersection	SGA	S	FAS	C	145				
						SUR	F	NHPP	C	1,125			
			SNF5788.057	24985- US34 EB Widening Construction	MNF	F	STBG	C			1,646		
						L	L	C			342		
						L	LO	C			557		

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			SNF5788.058	24988- 37th St Widening Phase 3	MNF	F	STBG	C			1,543		
						L	L	C			320		
						L	LO	C			2,535		
			SNF5788.059	24989- WCR13 and WCR54 Roundabout	MNF	F	STBG	C	841		577		
						L	L	C	174		120		
						L	LO	C	6,164				
			SNF5788.060	25555-Harmony Rd/WCR19 Intersection Imp.	IMN	F	STBG	C	1,258				
						L	L	C	261				
						L	LO	C	579				
SR45218	Region 4 Surface Treatment		SR45218.001	23233-Project Admin (Pre-Con Activities)	SUR	S	SHF	D	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				
			SR45218.211	23603- SH 257 Windsor Resurfacing	CCP	S	FAS	C	215				
					SUR	F	STBG	C	1,655				
						S	SHF	C	344				
			SR45218.216	23509-SH52 Resurfacing Prospect Valle P2	FSA	S	FAS	C	1,223				
			SR45218.218	22465-SH 138: Sterling North Part 2	SUR	F	NHPP	C	6,723				
						S	SHF	C	1,397				
			SR45218.219	21472-SH 14B Cameron Pass East	CBP	F	NHPP	C	132				
						S	SHF	C	27				
					SUR	F	NHPP	C	1,595		1,309		
						S	SHF	D	331		272		
			SR45218.220	24063- US36B: Lyons South	SUR	F	NHPP	C	3,733				
						S	SHF	C	776				
			SR45218.221	24208- SH71: Region Line North	CCP	S	FAS	C	184				
					SUR	F	NHPP	C	2,801				
						S	SHF	C	582				
			SR45218.223	20960- US34/36 Resurfacing Estes Park	ADA	S	SHF	C	52				
					CWP	F	NHPP	C	19				
						S	SHF	C	4				
					SUR	F	NHPP	C	3,311		2,427		
						S	SHF	C	688		504		
			SR45218.226	24200-US85C: Platteville North	SUR	F	NHPP	C	2,386				
						S	SHF	C	496				
			SR45218.227	24199- SH52A: Hudson East	CBP	F	NHPP	C	173				
						S	SHF	C	36				
					SUR	F	NHPP	C	827				
						S	SHF	C	172				
			SR45218.228	24171-SH119 Nederland West to Roundabout	SUR	F	NHPP	C	2,478				
						S	SHF	C	515				
			SR45218.232	18808-US 85 to O Street Business Surface	CBP	F	NHPP	C	488				
						S	SHF	C	101				
					SUR	F	NHPP	C	1,682		2,953		
						S	SHF	C	349		613		
			SR45218.234	23423-SH 257 Windsor Resurfacing Eastman to 34	SUR	F	NHPP	C	1,460				
						S	SHF	C	303				
			SR45218.237	25036-CO 61A: Sterling East	FSA	S	FAS	C	1,400				
SR46598	Region 4 Bridge On System Pool		SR46598.060	22629-I-70 Agate Structure Rehab	CBP	F	NHPP	C	3,561				
						S	SHF	C	313				
			SR46598.061	23053-R4 Culvert Prioritization & Repairs	CCP	S	FAS	C	201		1,219		
			SR46598.062	23014 -Eastern Plains Timber Bridges Non-BE	CCP	S	FAS	C	642				
			SR46598.063	24243- US 6 Timber Replacements B-27-A	CBP	F	NHPP	D	1,040		2,866		
						S	SHF	D	212		595		
			SR46598.066	SATBD-I-76:Lost and Bijou Creek	CBP	F	NHPP	C			1,926		

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							S	SHF	C				185	
			SR46598.068	SATBD-SH 52:Rock and Antelope Creek	CBP	F	NHPP	C	298					
							S	SHF	C	61				
			SR46598.072	25641-CO144A:Structure C-21-D, MP 24.276	CBP	F	NHPP	C	16			488		
							S	SHF	C	3			101	
			SR46598.073	SATBD-CO 59B: Six Mile Creek, MP 141.252	CBP	F	NHPP	C				320		
							S	SHF	C				66	
SR46600	Region 4 RPP Non-Regionally Significant		SR46600.071	21907-Peckham Grade Seperated Intersection	RRC	F	RRX	C	1,837					
			SR46600.090	10001-R4 Interstate Funding Program	RPP	F	NHPP	D	2,078					
							S	SHF	D	200				
			SR46600.099	24705-SH7 Corridor Improvements-95th/SH7	MMM	L	L	C	4,436					
							S	MTF	C	2,800				
			SR46600.105	25276-US 34 & 40 Rumble Strips	FSA	S	FAS	C	1,922					
SR46606	Region 4 Faster Safety Pool		SR46606.070	10004-Intersection Safety Improvements	FSA	S	FAS	C	625					
			SR46606.101	24036-I-76 Cable Rail: MCR 11 East	FSA	S	FAS	C	6,500					
			SR46606.105	25615-US287 Longmont Bike/Pef Safety Imp.	FSA	S	FAS	C	1,277					
SR46666	Region 4 Hazard Elimination Pool		SR46666.060	21966-US287 (College Ave) & Trilby Road	MNF	F	STBG	C	2,001					
							L	L	C	416				
			SR46666.071	22456 US 287 & SH 52 Intresection Impv.	HAZ	F	HSIP	C	245					
							S	SHF	C	27				
			SR46666.073	24017- US 36 Guardrail	HAZ	F	HSIP	C	159					
							S	SHF	C	17				
			SR46666.092	24512-HWY 34 Business Intersections Improvement	HLZ	F	HSIP	C	417					
							L	L	C	46				
			SR46666.093	24513-Backplate & Dilemma Zone Detections	HLZ	F	HSIP	C	1,520					
							L	L	C	168				
			SR46666.094	24515-Intersections (Ped) Improvements	HLZ	F	HSIP	C	382					
							L	L	C	42				
			SR46666.095	24516-Guardrail & HFST - Larimer County	HLZ	F	HSIP	C	395					
			SR46666.097	24798 - CO 392 & Weld CR 35	HAZ	F	HSIP	C	2,493					
							S	SHF	C	277				
							IGN	F	STBG	C	203			
							S	SHF	C	42				
							SGN	F	STBG	C	203			
							S	SHF	C	42				
			SR46666.098	24797- Broadway and University Inter Improv.	IHE	F	HSIP	C	765					
							L	L	C	85				
			SR46666.099	25040- Signal Upgrades (13 Locations)	HLZ	F	HSIP	C				256		
							L	L	C				28	
			SR46666.100	25041- Pedestrian Intersection Imp.	HLZ	F	HSIP	C				368		
							L	L	C				76	
			SR46666.101	25042- Remington St & Mulberry St	HLZ	F	HSIP	C				450		
							L	L	C				50	
			SR46666.102	25043- 1st St & Washington Ave	HLZ	F	HSIP	C				405		
							L	L	C				45	
			SR46666.103	25044-Pedestrian Safety Improvements	HLZ	F	HSIP	C				294		
							L	L	C				32	
							SUR	F	NHPP	C	827			
							S	SHF	C	172				
			SR46666.104	25045- Lafayette Sidewalks	HLZ	F	HSIP	C				450		
							L	L	C				50	
			SR46666.105	25046-CR69 & CR74E Guardrail Installation	HLZ	F	HSIP	C				288		
							L	L	C				32	
			SR46666.106	25047-Bingham Hill Rd (CR 50E) Shoulders	HLZ	F	HSIP	C				384		
							L	L	C				42	
SR46668	10006-Region 4 Traffic Signals Pool		SR46668.999	10006-Region 4 Traffic Signals Pool	SGA	S	FAS	C	1,354			1,331		

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	2027
	SR47007	Region 4 MMOF Pool	SR47007.006	25003-CO119 & 63rd St Transit Bypass Lanes	MMA	F	ARP	C	4,500				
						L	L	C	4,500				
			SR47007.009	25385-Baseline Rd Multimodal Improvements	I6B	F	CRP	C	878				
						L	L	C	585				
					IMF	S	MTF	C			1,463		
			SR47007.010	25382-CO93 Intersection Improvements	ICD	F	AQC	C			930		
						L	L	C			193		
						L	LO	C			426		
					IMF	S	MTF	C			1,550		
			SR47007.020	25545- County Line Rd Shoulder Improvements	IMF	S	MTF	C			1,700		
					ITD	F	TAP	C			1,356		
						L	L	C			344		
			SR47007.028	25299-US34 Mobility Hub	CNF	F	AQC	C			1,593		
						L	L	C			331		
					MMM	L	L	C	135				
						S	MTF	C	406				
			SR47007.030	25383-30th St Complete Imp. CO119 to CO7	ITD	F	TAP	C	220				
						L	L	C	160				
					MMA	F	ARP	C	380				
			SR47007.031	25380-CO42 Multimodal Improvements	MMA	F	ARP	C	800				
						L	L	C	200				
			SR47007.032	25384-Nederland Multimodal Transportation Plan	I6B	F	CRP	C	55				
						L	L	C	18				
					MMA	F	ARP	C	74				
			SR47007.033	25379-SW Weld County Trail Study	I6B	F	CRP	C	320				
						L	L	C	80				
					IMF	S	MTF	C			400		
					MMA	F	ARP	C	400				
			SR47007.034	25381-Bike/Ped Imp. Main St & 21st Ave	ICD	F	AQC	C	79		320		
						L	L	C	16		67		
						L	LO	C	5		13		
					IMF	S	MTF	C			400		
					MMM	S	MTF	C	100				
	SR47020	R4 Transportation Alternatives Pool	SR47020.026	21888-Power Trail Grade Separation at Harmony Rd	ICN	F	AQC	C	108		2,341		
						L	L	C	22		486		
						L	LO	C	1,312		1,312		
			SR47020.035	23383-SH66 & WCR7 Pedestrian Underpass	ITD	F	TAP	C	825				
						L	L	C	206				
	SSP4428	I-25 North Corridor - Denver to FC	SSP4428.003	19626-I-25: 120th Ave (SH128) to SH7	SUR	S	SHF	C			1,100		
			SSP4428.017	SATBD- I-25:Segment 5 (CO 56 to CO 66)	I1C	F	NHPP	C	27,200		45,050		
	SUF6543	N. Colorado Water Conservation District	SUF6543.999	N. Colorado Water Conservation District	LOM	L	L	D	1,340				
05	SR55219	Region 5 Surface Treatment Pool	SR55219.146	US 160 W of Pagosa MP 135-144 ST	SUR	F	NHPP	C	1,000				
			SR55219.154	SH 172 IGNACIO TO ELMORES CORNER	CCP	S	FAS	C	250				
					SUR	F	NHPP	C	9,759				
	SR56157	R5 Bridge Pool	SR56157.025	R5 Bridge, Culvert, Wall Repair, and Rehab	CCP	S	FAS	C	640				
			SR56157.027	R5 Wall Pool	CWP	F	NHPP	D	100				
	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.066	US 160 Elmores Crnr to Gem Vil	RPP	S	SHF	D	18				
	SR57004	R5 FASTER Highway Safety Pool	SR57004.036	R5 Intersection Projects	SGA	S	FAS	C	550				
						S	FAS	D	48				
ST	SST5269	On-System Bridge Pool	SST5269.000	On-System Bridge Pool	BAP	F	NHPP	M	146				
						S	SHF	M	1				
					BTP	F	STBG	M	178				
						S	SHF	M	1				
	SST5273	Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.000	Statewide Intelligent Transportation Systems Program (TSMO)	ITI	F	STBG	M	8,279				
						S	SHF	M	1,721				
	SST5274	Statewide Metro Planning Program	SST5274.000	Statewide Metro Planning Program	TRN	F	5303	M	2,543		2,594	2,594	

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	SST6727	5310 Rural	SST6727.000	5310 Rural	TRN	F	5310	M	1,037	1,037	1,037	1,037	1,133
						L	L	M	520	520	520	520	566
	SST6728	Statewide Transit USC Section 5304 Pool	SST6728.000	Statewide Transit USC Section 5304 Pool	TRN	F	5304	M	1,235	1,235	1,235	1,235	1,325
						L	L	M	530	530	530	530	569
	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.000	Statewide Transit USC Section 5311 Pool	TRN	F	5311	M	16,295	16,295	16,295	16,295	17,901
						L	L	M	3,259	3,259	3,259	3,259	3,401
			SST6729.042	DRCOG - Transit Operating and Capital	TRN	F	5311	M	830	800	830	850	850
						L	L	M	620	600	620	650	650
			SST6729.043	Pueblo - SRDA Admin and Operating	TRN	F	5311	M	100	100	100	100	100
						L	L	M	28	28	28	28	28
	SST6731	5310 Large UZA			TRN	F	5310	M					1,800
						L	L	M					360
			SST6731.024	NFR - Goods and Services for Snrs and Indv with Disabilities	TRN	F	5310	M	255	250	260	260	260
						L	L	M	64	63	65	65	65
			SST6731.029	MMT-PPACG Improve Mobility for Snrs and Indv w Disabilities	TRN	F	5310	M	560	450	144	144	144
						L	L	M	140	112	577	577	577
			SST6731.031	5310 - Denver Aurora	TRN	F	5310	M	1,800	1,643	1,800	1,800	1,800
						L	L	M	450	735	450	450	450
	SST6732	5310 Small UZA	SST6732.000	5310 Small UZA	TRN	F	5310	M	1,725	1,725	1,725	1,725	1,717
						L	L	M	345	345	345	345	343
			SST6732.005	DRCOG - VIA Replacement Vans	TRN	F	5310	M		315			
						L	L	M		78			
			SST6732.007	NFRMPO Mobility Management	TRN	F	5310	M	27	27	27	27	27
						L	L	M	7	7	7	7	7
			SST6732.012	PACOG - SRDA Vehicle Replacements	TRN	F	5310	M		79			
						L	L	M		19			
			SST6732.015	Pueblo - SRDA Operating	TRN	F	5310	M	85	85	85	85	85
						L	L	M	85	85	85	85	85
			SST6732.020	GVMPO - Mesa County MOB	TRN	F	5310	M	63	62	64	65	65
						L	L	M	16	16	16	17	17
	SST6740	Statewide Transit USC Section 5309 Pool	SST6740.010	RTD Fixed Guideway Improvements, Upgrades and Maintenance	TRN	F	5337	M			20	20	
						L	L	M			5	5	
	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.016	RTD-Preventive Maintenance: Transit Vehicle Overhaul & Mai	DIR	F	5307	M	73,000		75,200	150,400	88,100
						L	LO	M	30,300		31,200	62,400	62,400
			SST6741.028	Pueblo - Transit Operating Assistance	DIR	F	5307	M	2,092		2,092	2,092	2,900
						L	LO	M	1,418		1,419	1,419	2,100
			SST6741.086	NFR - Fort Collins Demand Response Paratransit Service	DIR	F	5307	M	400		400	400	400
						L	LO	M	600		600	600	600
			SST6741.101	NFR - Transfort Fixed Route Bus Service Including FLEX	DIR	F	5307	M	2,200		2,200	2,200	2,200
						L	LO	M	2,200		2,200	2,200	2,200
			SST6741.111	NFR - Fort Collins Maintain, Repair and Replace Assets	DIR	F	5307	M	1,090		1,090	1,090	1,090
						L	LO	M	272		272	272	272
			SST6741.112	NFR - Greeley GET Operating Assistance 50/50	DIR	F	5307	M	1,120		1,142	1,142	1,142
						L	LO	M	1,120		1,142	1,142	1,142
			SST6741.113	NFR - Greeley GET ADA Operations 80/20	DIR	F	5307	M	542		553	553	553
						L	LO	M	136		138	138	138
			SST6741.114	NFR - Greeley GET Preventative Maintenance 80/20	DIR	F	5307	M	1,049		1,070	1,070	1,070
						L	LO	M	265		271	271	271
			SST6741.121	NFR - Colt Fixed Route Operations	DIR	F	5307	M	436		436	436	340
						L	LO	M	436		436	436	193
			SST6741.125	PPACG - MMT Planning Projects	DIR	F	5307	M	500		500		
						L	LO	M	125		125		
			SST6741.127	PPACG - MMT Vehicle Purchase (7)	DIR	F	5307	M	1,100		3,000		
						L	LO	M	275		750		
			SST6741.129	PPACG - MMT Downtown Transit Center	DIR	F	5307	M		7,409			
						L	LO	M		1,852			

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			SST6741.131	NFR - Loveland/COLT Capital Costs of Contracting	DIR	F	5307	M	176		176	176	193
						L	LO	M	150		150	150	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	2,027		2,068		
						L	LO	M	2,027		2,068		
			SST6741.134	NFR - Loveland Maintain, Repair and Replace Assets	DIR	F	5307	M	358		358	358	340
						L	LO	M	90		90	90	340
			SST6741.136	NFR- Transfort Maint Facility Repairs ARP	DIR	F	5307	M		4,800			
			SST6741.138	Grand Valley - Urbanized Area Formula Operating ARPA	DIR	F	5307	M		876			
			SST6741.139	NFR - Loveland Transit Center Construction	DIR	F	5307	C		2,179			
						F	CRRSA	C		356			
			SST6741.140	PPACG - MMT Downtown Shuttle Operations	DIR	F	5307	M		7,206			
			SST6741.141	DRCOG - Boulder County Transit Operating Assistance	DIR	F	5307	M	5,707		5,707		5,707
SST6752	Statewide Railroad Crossing Pool		SST6752.112	S130 GWR 872131K WASHINGTON FLEX Route Extension Longmont to Boulder - Boulder County	RRC	F	RRX	C	690				
SST6803	DTD CMAQ Pool		SST6803.090		ICD	F	AQC	M	250				
						L	L	M	62				
			SST6803.100	DRCOG Broomfield FlexRide Expansion & Marketing	CDR	F	AQC	M	360				
						L	L	M	90				
SST7002	Statewide Planning and Research Funds		SST7002.999	Statewide Planning and Research Funds	SPR	F	SPR	M	17,357		17,706	18,062	
SST7005	DTD STP-Metro Pool		SST7005.010	NFR STBG RAQC OZONE MODELING	IMN	F	STBG	M	25				
						L	L	M	5				
SST7007	CMAQ NORTH FRONT RANGE POOL		SST7007.019	On Route Battery Electric Bus	ICN	F	AQC	M	1,599				
						L	L	M	332				
			SST7007.020	COLT Bus Replacement-Expansion	ICN	F	AQC	M	1,774				
						L	L	M	368				
						L	LO	M	83				
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		5,000		
					STL	S	FAS	M	2,465		2,465	2,465	2,465
					TRG	S	FAS	M	4,600		4,600	4,435	4,435
			SST7035.220	City of Fort Collins - Flex Regional Operating	IFT	L	LO	M			200		
						S	FAS	M			200		
					TRG	L	LO	M	200		200	200	
						S	FAS	M	200		200	200	
			SST7035.257	Mountain Metro - BOC Replacements	IFT	L	LO	M	175		175		
						S	FAS	M	700		700		
			SST7035.297	RTD - Bus Replacements	IFT	L	LO	M	750		750		
						S	FAS	M	3,000		3,000		
			SST7035.336	NFR - Outrider GET Poudre Express Greeley - Fort Collins	IFT	L	LO	M			365		
						S	FAS	M			200		
					TRG	L	LO	M	365		365	200	
						S	FAS	M	200		200	365	
SST7047	FTA 5339 Rural Grant Program		SST7047.000	FTA 5339 Rural Grant Program	TRN	F	5339	M	4,075	4,075	4,075	4,075	4,244
						L	L	M	875	875	875	875	
			SST7047.026	Steamboat Springs - Bus Replacement	TRN	F	5339	M		2,353			
			SST7047.042	Town of Snowmass - Multi-Modal Transit Center Construction	TRN	F	5339	C		13,500			
						L	L	C		2,337			
			SST7047.044	Summit Stage - Vehicle Replacement	TRN	F	5339	M		34,765			
			SST7047.045	SMART - Vehicle Replacement and Operation	TRN	F	5339	M		2,568			
			SST7047.046	RFTA Vehicle Replacement	TRN	F	5339	M		5,721			
			SST7047.047	Vail - Vehicle Aquisition and Equipment	TRN	F	5339	M		1,814			
			SST7047.048	Town of Estes Park - Bus Facility	TRN	F	5339	M		260			
SST7064	FTA 5339 Small UZA		SST7064.000	FTA 5339 Small UZA	TRN	F	5339	M	1,347	1,347	1,347	1,347	788
						L	L	M	1,294	1,294	1,294	1,294	
						L	LO	M	365	365	365	365	
			SST7064.006	GVMPO - Bus Replacement(s)	DIR	F	5307	M	630	1,057	630	630	630

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						TRN	F	5339	M	630	403	630	630	630
							L	L	M	157	157	157	157	157
			SST7064.031	Mesa County - Transit Maintenance Facility	DIR	F	5339	C		2,800				
							L	LO	C	711				
	SST7065	FTA 5339 RTD Large UZA	SST7065.002	RTD Capital Improvements: Bus and Facilities Funding	TRN	F	5339	M	6,730	6,540	6,940	6,940	7,140	
							L	L	M	1,690	1,640	1,740	1,740	1,940
	SST7066	FTA 5339 Fort Collins Large UZA	SST7066.028	NFR - Repair/Replace/Enhance projects related to Rolling Sto	TRN	F	5339	M	353	353	353	353	353	
							L	L	M	88	88	88	88	88
	SST7067	FTA 5339 Colorado Springs	SST7067.001	PPACG - MMT Fixed Route Vehicle Purchase	DIR	F	5339	M	900					
							L	L	M	225				
	SST7071	FTA 5337 State of Good Repair - Denver Aurora	SST7071.000	FTA 5337 Denver-Aurora	DIR	F	5307	M				20,100		
							F	5337	M	19,500		20,100		
							L	L	M	4,900				
							L	LO	M			5,100	5,100	
						TRN	F	5337	M	19,500				
							L	LO	M	4,900				
	SST7072	SB267 Transit	SST7072.013	Archuleta County - Transit Facility Design	TRN	F	5339	C		1,710				
							L	L	C	190				
			SST7072.018	DRCOG - Lonetree Mobility Hub	7PT	L	LO	C	2,000					
	SST7073	5339 (b) Discretionary	SST7073.005	NFR - Loveland Repair, Replace, or Purchase Rolling Stock	TRN	F	5339	M	85	85	85		85	
							L	L	M	21	21	21		21
	SST7098	FTA CDS - Community Project Funds	SST7098.001	GVRTA - 2 Vehicle Expansions	TRN	F	5339	M		1,460				
			SST7098.002	Town of Vail - Vehicle Aquisition and Equipment	TRN	F	5339	M		1,650				
			SST7098.003	Eagle County - Bus Facilities and Equipment	TRN	F	5339	M		1,201				
			SST7098.004	Durango & Archuleta County Vehicle Acquisition and Equipment	TRN	F	5339	M		522				
	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.001	2580-I-70 and Kipling Street Interchange Right-of-Way	DST	F	NHPP	M	139					
							S	SHF	M	34				
			SST7099.002	84-CO 114 US 50 East	DST	F	STBG	M	795		795	795		
							S	SHF	M	198	198	198		
			SST7099.003	48-CO 318 Browns Park East	DST	F	STBG	M	340		340	340		
							S	SHF	M	85	85	85		
			SST7099.004	2565-I-25 at Exit 104 - Dillon Drive Improvements	DST	F	NHPP	M	4,296		395			
							S	SHF	M	1,074	98			
			SST7099.005	14-I-25 through Pueblo New Freeway	DST	F	NHPP	M	181		181	181		
							S	SHF	M	45	45	45		
			SST7099.006	34-US 50 Passing Lanes Blue Mesa	DST	F	NHPP	M	2,000		894	419		
							S	SHF	M	500	223	104		
			SST7099.007	32-US 550 Montrose to Ouray County Line Safety Improvements	DST	F	NHPP	M	556		556	556		
							S	SHF	M	139	139	139		
			SST7099.008	31-US 6 Fruita to Palisade Safety Improvements	DST	F	NHPP	M	2,262		380			
							S	SHF	M	565	95			
			SST7099.009	2771-CO 1 Safety Improvements	DST	F	STBG	M	720		377			
							S	SHF	M	180	94			
			SST7099.010	2774-CO 61 Sterling East MP 32.3 - 41.0	DST	F	STBG	M	160		83			
							S	SHF	M	40	20			
			SST7099.011	1161-I-70 West: Vail Pass Safety Improvements # Phase 1	DST	F	PRT	M	1,360		1,360	1,424		
							S	SHF	M	340	340	356		
			SST7099.032	1502-I-25C and US 160 Intersection Improvements	DST	F	NHPP	M	365					
							S	SHF	M	91				
			SST7099.055	2638-Regionwide Arterial BRT and Transit Improvements	DST	F	CRP	M	731					
							S	SHF	M	182				
			SST7099.070	2758-Implement Recommendations from Trinidad Traffic Study	DST	F	NHPP	M	320		167			
							S	SHF	M	80	41			
			SST7099.074	2769-I-70 Corridor Improvements and Pres	DST	F	NHPP	M	545		545	545		
							S	SHF	M	136	136	136		
			SST7099.078	CO 194A Surface Treatment and Drainage Improvements	DST	F	STBG	M	400		400	400		

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						S	SHF	M	100		100	100	
			SST7099.079	2598-CO 42 Safety and Intersection Improvements	DST	F	STBG	M	1,200		1,200	1,256	
						S	SHF	M	300		300	314	
			SST7099.080	I-25 and CO 14 Interchange Improvements	DST	F	NHPP	M	1,600		837		
						S	SHF	M	400		209		
	SST7103	National Electric Vehicle Infrastructure Program	SST7103.999	National Electric Vehicle Infrastructure Program	EVP	F	EVP	M	12,042		12,042	12,042	
						L	L	M	2,503		2,503	2,503	
	SST8000	Bridge and Tunnel Enterprise Program	SST8000.000	Bridge and Tunnel Enterprise Program	BTE	S	BTE	X					50,800
					SSR	S	BE	X					48,999
					SSR	S	BE	C			12,948		
						S	BE	D	600		1,320	3,930	
			SST8000.119	R2 N-17-AD I-25 ML SB over Us 160 ML R1/R4: Eastern Plains Timber Bridge Replacement Program	SSR	S	BE	C	18,404		1,551		
			SST8000.127	R1 E-16-EO/EW Speer over I-25 ML and 23rd Ave in Denver	SSR	S	BE	C	4,000				
			SST8000.130	R5 P-12-A US285 over Rio Conejos Overflow in Conejos County	SSR	S	BE	D				15,000	24,750
			SST8000.135	R3 D-04-G/A SH64 over Strawberry Creek & White River	SSR	S	BE	C	5,240				
			SST8000.137	R2B2 (REGION 2 BRIDGE BUNDLE) (GRANT)	SSR	S	BE	C	1,267				
			SST8000.142	R3 BE Vail Pass Various Structures	BTE	S	BE	C	16,877				
					SSR	S	BE	C	6,000		22,000	8,800	
			SST8000.147	R4 I-24-N US 40 ML over Draw in Lincoln County	SSR	S	BE	C	13,000				
			SST8000.150	R4 HOLYOAKE BRIDGE BUNDLE B-27-F, B-27-D, A-27-A	SSR	S	BE	C			12,700		
						S	BE	D	300				
			SST8000.151	R3 F-06-A US 6 over ELK CREEK	SSR	S	BE	C			3,777		
			SST8000.153	R4 C-22-AY I-76 WB over BNSF, BEAVER CREEK	SSR	S	BE	C	9,000				
			SST8000.155	R1: EJMT PLENUM LINER CONSOLIDATION GROUTING	BTE	S	BE	C	10,622		8,528		



CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2024	Rolled	2025	2026	Future
02	SPB7004	US 50 West	SPB7004.999	US 50 West	PWQ	F	NHPP	C	659				
									SPB7004 Totals				
	SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	RPP	F	STBG	C			1,241	413	
							S	SHF	C		258	86	
									SPP7007 Totals		1,500	500	
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	CWP	F	NHPP	C			50		
					FSA	S	FAS	C	3,685		315		
					HAZ	F	HSIP	C	3,767				
					RPP	S	SHF	C	2,000		2,225	3,436	3,437
					SUR	F	NHPP	C	5,000				
									SIN7021 Totals	14,452	2,590	3,436	3,437
	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			
									SIN7022 Totals	700			
04	SUF6543	N. Colorado Water Conservation District	SUF6543.999	N. Colorado Water Conservation District	LOM	L	L	D	1,340				
									SUF6543 Totals	1,340			
ST	SST7103	National Electric Vehicle Infrastructure Program	SST7103.999	National Electric Vehicle Infrastructure Program	EVP	F	EVP	M	12,042		12,042	12,042	
							L	L	M	2,503	2,503	2,503	
									SST7103 Totals	14,545	14,545	14,545	

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 FY2024 – FY2027 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, Program Distribution.

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.



FY2024 - FY2027
Fiscal Constraint Report
(in Dollars)

Source of Funding	Federal/State/Local	FY2024	FY2025	FY2026	FY2027
Federal Funds					
Federal Funds (Federal Gas Tax)	Federal	\$801,766,247	\$816,676,363	\$831,884,679	\$840,000,000
FTA (Federal Transit Administration)	Federal	\$38,242,824	\$38,434,788	\$38,627,662	\$40,000,000
American Rescue Plan (Federal portion)	Federal	\$0	\$0	\$0	\$0
State Funds					
State Gas Tax	State	\$300,670,223	\$294,953,293	\$291,118,415	\$290,000,000
State Vehicle Registration	State	\$107,382,222	\$105,340,462	\$103,970,863	\$100,000,000
Other HUTF Funds	State	\$21,476,444	\$21,068,092	\$20,794,173	\$20,000,000
State FASTER Funds	State	\$105,384,299	\$116,760,060	\$118,740,060	\$120,000,000
Senate Bill 260 (general fund transfer)	State	\$3,100,000	\$110,100,000	\$107,000,000	\$107,000,000
Multi Modal (MTF/MTT) includes interest	State	\$55,988,320	\$67,055,953	\$19,509,734	\$19,500,000
Capital Construction	State	\$500,000	\$500,000	\$500,000	\$500,000
Bustang (FASTER Transit)	State	\$6,919,840	\$6,939,086	\$6,929,439	\$6,900,000
High-Performance Transportation Enterprise (HPTE)	Other	\$24,133,000	\$24,354,131	\$24,571,262	\$87,000,000
Bridge & Tunnel Enterprise (BTE)	Other	\$153,404,026	\$163,665,353	\$183,733,313	\$154,000,000
Clean Transit Enterprise (CTE)	Other	\$9,132,872	\$9,834,347	\$11,134,125	\$11,100,000
Non Attainment Area Air Pollution Mitigation Enterprise	Other	\$8,481,351	\$10,094,332	\$11,923,095	\$11,900,000
Local Funds-FHWA & FTA Local Funds	Local	\$46,364,490	\$41,996,648	\$41,092,274	\$41,000,000
Total Revenue Estimates		\$1,682,946,158	\$1,827,772,908	\$1,811,529,094	\$1,848,900,000
Total STIP'd by March 28, 2023		\$1,025,400,000	\$693,675,000	\$439,610,000	\$376,795,000
Percentage STIP'd		60.93%	37.95%	24.27%	20.38%

Legend
Federal Funds
State Funds
Other

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 FY2023 – FY2026 STIP and the FY2024 – FY2027 STIP. The FY2023 – FY2026 STIP became effective July 1, 2022, and will remain in effect until the Transportation Commission adopts the FY2024 – FY2027 STIP and it is approved by FHWA and FTA.

Added Projects

This report shows projects that are included in the FY2024 – FY2027 STIP, but were not programmed in the FY2023 – FY2026 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 FY2023 – FY2026 STIP, but are not programmed in the FY2024 – FY2027 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
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.052	Colorado Avenue Improvements	\$0	\$0	\$423,130	Added
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.053	Creek Walk Trail Phase 6	\$0	\$0	\$230,000	Added
02	SPP6726	Metro Pool	SPP6726.002	Colorado Springs Transit Planning & Admin	\$0	\$0	\$202,497	Added
02	SPP6726	Metro Pool	SPP6726.045	Link Rd.	\$0	\$0	\$1,672,201	Added
02	SPP6726	Metro Pool	SPP6726.047	MMT Metro Rides	\$0	\$0	\$569,604	Added
02	SPP6726	Metro Pool	SPP6726.049	Judge Orr and Blue Gill Drive Intersection Improvements	\$0	\$0	\$3,546,506	Added
02	SPP6726	Metro Pool	SPP6726.053	Woodmen Rd : Sh 21 to 1000 ft east of Black Forest Rd.	\$0	\$0	\$4,126,990	Added
02	SR26867	Regional Priorities Pool	SR26867.065	Us 50 B drainage improvements	\$0	\$0	\$1,700,000	Added
02	SR26867	Regional Priorities Pool	SR26867.114	Us 24 East	\$0	\$0	\$801,010	Added
02	SR26867	Regional Priorities Pool	SR26867.121	US 24A shoulders/safety improvements	\$0	\$0	\$400,000	Added
02	SR26867	Regional Priorities Pool	SR26867.122	CO 115 Shoulder / safety improvements Florence to Canon City	\$0	\$0	\$1,000,000	Added
02	SR26867	Regional Priorities Pool	SR26867.123	I25 C Walsenburg Safety and Intersection Improvements	\$0	\$0	\$3,600,000	Added
02	SR26867	Regional Priorities Pool	SR26867.128	SH 12 ADA IMPROVEMENTS	\$0	\$0	\$1,000,000	Added
02	SR26867	Regional Priorities Pool	SR26867.130	US 285 Safety Improvements	\$0	\$0	\$1,000,000	Added
02	SR27002	Region 2 FASTER Safety Pool	SR27002.063	SH160 By Cr504 West of Walsenburg	\$0	\$0	\$1,196,420	Added
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	\$0	\$0	\$3,436,693	Added
ST	SST6727	5310 Rural	SST6727.000	5310 Rural	\$0	\$0	\$1,132,739	Added
ST	SST6728	Statewide Transit USC Section 5304 Pool	SST6728.000	Statewide Transit USC Section 5304 Pool	\$0	\$0	\$568,968	Added
ST	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.000	Statewide Transit USC Section 5311 Pool	\$0	\$0	\$17,901,389	Added
ST	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.042	DRCOG - Transit Operating and Capital	\$0	\$0	\$1,500,000	Added
ST	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.043	Pueblo - SRDA Admin and Operating	\$0	\$0	\$128,000	Added
ST	SST6731	5310 Large UZA	SST6731.000	5310 Large UZA	\$0	\$0	\$1,800,000	Added
ST	SST6731	5310 Large UZA	SST6731.024	NFR - Goods and Services for Snrs and Indv with Disabilities	\$0	\$0	\$325,000	Added
ST	SST6731	5310 Large UZA	SST6731.029	MMT-PPACG Improve Mobility for Snrs and Indv w Disabilities	\$0	\$0	\$721,000	Added
ST	SST6731	5310 Large UZA	SST6731.031	5310 - Denver Aurora	\$0	\$0	\$2,250,000	Added
ST	SST6732	5310 Small UZA	SST6732.000	5310 Small UZA	\$0	\$0	\$1,717,374	Added
ST	SST6732	5310 Small UZA	SST6732.007	NFRMPO Mobility Management	\$0	\$0	\$34,000	Added
ST	SST6732	5310 Small UZA	SST6732.015	Pueblo - SRDA Operating	\$0	\$0	\$170,000	Added
ST	SST6732	5310 Small UZA	SST6732.020	GVMPO - Mesa County MOB	\$0	\$0	\$82,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.016	RTD-Preventive Maintenance: Transit Vehicle Overhaul & Mai	\$0	\$0	\$150,500,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.028	Pueblo - Transit Operating Assistance	\$0	\$0	\$5,000,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.086	NFR - Fort Collins Demand Response Paratransit Service	\$0	\$0	\$1,000,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.101	NFR - Transfort Fixed Route Bus Service Including FLEX	\$0	\$0	\$4,400,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.111	NFR - Fort Collins Maintain, Repair and Replace Assets	\$0	\$0	\$1,362,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.112	NFR - Greeley GET Operating Assistance 50/50	\$0	\$0	\$2,284,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.113	NFR - Greeley GET ADA Operations 80/20	\$0	\$0	\$691,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.114	NFR - Greeley GET Preventative Maintenance 80/20	\$0	\$0	\$1,341,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.121	NFR - Colt Fixed Route Operations	\$0	\$0	\$680,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.131	NFR - Loveland/COLT Capital Costs of Contracting	\$0	\$0	\$241,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.134	NFR - Loveland Maintain, Repair and Replace Assets	\$0	\$0	\$680,000	Added
ST	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.141	DRCOG - Boulder County Transit Operating Assistance	\$0	\$0	\$5,707,000	Added
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.000	Faster Transit and Rail Division Funds	\$0	\$0	\$9,050,000	Added
ST	SST7047	FTA 5339 Rural Grant Program	SST7047.000	FTA 5339 Rural Grant Program	\$0	\$0	\$4,243,600	Added
ST	SST7064	FTA 5339 Small UZA	SST7064.000	FTA 5339 Small UZA	\$0	\$0	\$787,624	Added

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
ST	SST7064	FTA 5339 Small UZA	SST7064.006	GVMPO - Bus Replacement(s)	\$0	\$0	\$1,417,000	Added
ST	SST7065	FTA 5339 RTD Large UZA	SST7065.002	RTD Capital Improvements: Bus and Facilities Funding	\$0	\$0	\$9,080,000	Added
ST	SST7066	FTA 5339 Fort Collins Large UZA	SST7066.028	NFR - Repair/Replace/Enhance projects related to Rolling Sto	\$0	\$0	\$441,000	Added
ST	SST7073	5339 (b) Discretionary	SST7073.005	NFR - Loveland Repair, Replace, or Purchase Rolling Stock	\$0	\$0	\$106,000	Added
ST	SST8000	Bridge and Tunnel Enterprise Program	SST8000.000	Bridge and Tunnel Enterprise Program	\$0	\$0	\$99,798,500	Added
ST	SST8000	Bridge and Tunnel Enterprise Program	SST8000.130	R1 E-16-EO/EW Speer over I-25 ML and 23rd Ave in Denver	\$0	\$0	\$24,750,000	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	SDR6744	Region 1 CMAQ Pool	SDR6744.055	Denver ITS Device Performance, Measurement	\$3,244,867	\$3,244,867	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.065	Dry Creek Rd Oper Imp: EB Lane (I-25 to Inverness Dr East)	\$3,969,340	\$3,969,340	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.069	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	\$25,282	\$25,282	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.071	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Oper	\$4,500,160	\$4,500,160	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.078	DRCOG RTO Program (Regional Transportation Operations)	\$1,500,000	\$1,500,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.087	FY21 Littleton Broadway Fiber & Signal	\$737,001	\$737,001	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.088	FY22 DENVER 56TH AVE ADAPTIVE	\$891,100	\$891,100	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.090	FY22 AURORA TRAFFIC SIGNAL SYSTEM	\$460,000	\$460,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.093	FY21 R1 TRAFFIC CAMERA SYSTEM EXPANSION	\$159,995	\$152,362	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.095	FY22 LONE TREE ADAPTIVE SIGNALS	\$243,500	\$200,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.098	PARKER TRAFFIC RESPONSIVE PHASE 2	\$500,000	\$500,000	\$0	Completed
01	SDR7091	Region 1 Local FASTER Transit Pool	SDR7091.014	US36-SHERIDAN STATION S PKG LOT	\$1,500,000	\$1,500,000	\$0	Completed
01	SIN6312	I-70: Eisenhower-Johnson Memorial Tunnels Repairs & Upgrades	SIN6312.999	I-70: Eisenhower-Johnson Memorial Tunnels Repairs & Upgrades	\$120,102	\$120,102	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.004	I-70 GENESEE WILDLIFE CROSSING	\$12,799,282	\$12,622,486	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.005	US40 FLOYD HILL ROUNDABOUTS	\$12,212,322	\$12,104,511	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.014	I25/88th Ave Transit Impacts Analysis Project	\$587,000	\$587,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.015	R1 BRIDGE BUNDLE PRESCOPING DGN	\$2,718,010	\$2,718,010	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.016	I-70 BRIDGES OVER COLFAX AVE	\$2,000,000	\$2,000,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.017	S Platte River Trail Ped Bridge	\$600,000	\$600,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.018	I-70 and Kipling ROW Acquisition	\$2,500,000	\$2,500,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.019	Genesee WLC Land Protection	\$82,500	\$82,500	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.003	Evans Ave Vision Zero Safety	\$82,421	\$82,421	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.010	South Holly HAWK Signal & Ped Imp	\$312,500	\$312,500	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.011	Colorado Blvd Bicycle & Ped Imp	\$3,050,150	\$3,050,150	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.016	Federal Blvd Pedestrian Improvements	\$4,312,628	\$4,312,628	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.020	West Colfax Ped Safety & Infrastructure	\$1,280,000	\$1,280,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.021	Mineral Station East Mobility-shed Improvements	\$129,786	\$129,786	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.022	Prince Street Link	\$768,750	\$768,750	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.023	Lone Tree RRFBs	\$310,000	\$310,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.024	C470 Trail Connector to RTD/Park Meadows LRT	\$1,600,000	\$1,600,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.029	Connect Northglenn Multimodal Improvements	\$700,000	\$700,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.034	GEORGETOWN GATEWAY-ARGENTINE ST NORTH	\$160,264	\$160,264	\$0	Completed
01	SR13322	R1 SB-1 Pool and Gap INFRA	SR13322.014	I-270 Bridge Preventative Maintenance	\$500,000	\$500,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.167	I-70: Floyd Hill to Chief Hosa	\$9,137,341	\$9,137,341	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.168	SH86: Woodlands Blvd to IREA Access	\$60,000	\$60,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.177	SH72: I-70 to Indiana St	\$6,030,510	\$6,030,510	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.178	SH93: US6 to 58th Resurfacing	\$9,775,000	\$7,501,410	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.182	I-70: Wadsworth to Pecos Resurfacing	\$10,159,620	\$10,159,620	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.183	SH 2 Colorado Blvd. Resurfacing - MLK Blvd. to US 6	\$5,388,156	\$4,607,480	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.184	I-76: York to Dahlia Roadway Reconstruction	\$16,164,918	\$15,488,909	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.186	US 287: I-70 to 92nd Resurfacing	\$1,333,673	\$1,333,673	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.187	FY21-22 Project Materials Support	\$402,477	\$402,477	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.192	SH-83: Stroh Rd to Hilltop Rd	\$9,800,000	\$4,958,178	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.196	SH-74 Evergreen Downtown to Cold Springs Gulch	\$350,000	\$350,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.202	I-70 EB RESURFACING MP 215 TO 226	\$10,355,230	\$10,355,230	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.203	I70 and Quail Run Interchange	\$50,000	\$50,000	\$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
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.210	C-470: Wads to Ken Caryl Resurfacing	\$224,000	\$224,000	\$0	Completed
01	SR15501	SB 260 Funded Projects in R1	SR15501.004	EJMT Repairs - TC Approved Funds	\$19,036,874	\$19,032,874	\$0	Completed
01	SR16001	10 Year Projects Strategic Funding	SR16001.002	US 285 Bottleneck Mitigation	\$300,000	\$300,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.081	CCD FY18 HSIP PKG 2	\$3,754,373	\$3,754,373	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.083	CCD FY18 HSIP Pkg 4	\$31,391	\$31,391	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.084	CCD FY18 HSIP Pkg 5	\$58,448	\$58,448	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.088	JeffCO HSIP: W. 44th and McIntyre St. intersection improve	\$371,111	\$371,111	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.094	Signal Upgrade @ Multi Locations on SH391 & Wadsworth	\$1,200,000	\$1,200,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.102	Federal HSIP Signal Improvements	\$52,507	\$52,507	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.116	Right Turn Lane from SB Gun Club Rd onto E Hampden	\$1,413,000	\$1,350,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.119	Floyd Ave & S Elati St Intersection Imp	\$312,000	\$312,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.120	R1 Traffic Engr Support Services Task Or	\$299,984	\$299,984	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.128	COLORADO BLVD & ALAMEDA AVE HSIP FY 24	\$55,000	\$55,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.129	120th at Northaven Circle Improvements	\$89,384	\$89,384	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.132	BROADWAY/LITTLETON BLVD INTERSECTION IMP	\$3,040,382	\$3,040,382	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.143	Region 1 Guadrail Safety Improvements	\$350,000	\$350,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.144	SH-88 & SH-83 Bottleneck Mitigation	\$1,300,000	\$1,300,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.148	I-70 EB MEXL VSL LIVE TESTING	\$35,000	\$35,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.149	GREENWOOD VLG SIGNALS HSIP FY23	\$65,935	\$65,935	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.053	R1 FY23 Signal Replacement	\$6,132,420	\$5,203,559	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.058	R1 SIGNAL CONTROLLER PHASE 5	\$235,000	\$235,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.009	R1 Bridge Essential Repairs	\$4,053,869	\$4,053,869	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.065	Package F (I-25 T-Rex Narrows)	\$3,854,379	\$3,854,379	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.099	Annual Migratory Bird Treaty Act Nest Removal	\$99,470	\$80,470	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.100	I-70 Bridge over Harlan	\$568,000	\$568,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.105	R1 Bridge Deck Safety and Presv Program	\$41,000	\$41,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.106	I-70 Over Ward Rd Bridge Replacement	\$21,669,579	\$21,669,579	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.108	I25/58TH/62ND BRIDGE PREVENT MTC	\$5,711,760	\$5,711,760	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.112	R1 Essential Wall Repairs FY22	\$3,499,611	\$3,499,611	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.113	R1 BRIDGE DECK SAFETY & PRES PKG 2	\$2,697,497	\$2,697,498	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.114	I70 over Washington Bridge Essential Repairs	\$2,789,676	\$2,789,676	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.027	I270 Interchanges Study	\$350,000	\$350,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.075	I-70 Mountain Corridor TDM	\$60,000	\$60,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.085	R1 Maintenance On-Call Paving Support	\$882,044	\$882,044	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.087	NB I-225: I-25 to Yosemite	\$313,000	\$313,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.095	I-70 MTN CORRIDOR WQ MONITORING	\$20,000	\$20,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.096	R1 TIMP, I-25 and I-70 with Utility	\$200,000	\$200,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.102	SH83 Corridor Signing Improvement	\$639,152	\$639,152	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.104	Parker Rd Multimodal Study: Miss - Hampden	\$1,735,000	\$1,735,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.105	AUTOMATED ROAD CLOSURE GATES	\$186,395	\$186,395	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.107	SH53/60TH AVE EMERGENCY CULVERT REPAIR	\$200,000	\$56,572	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.108	Sect 9 IDIQ On-Call Maintenance Paving	\$666,087	\$666,087	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.109	R1 South General Eng Design Support	\$250,000	\$250,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.110	North Program Design and PM Support 22-24	\$250,000	\$250,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.111	R1 WEST PROGRAM DESGIN & PM SUPPORT	\$250,000	\$250,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.112	SH 83 Douglads County Rumble Strips	\$535,000	\$535,000	\$0	Completed
01	SR17001	R1 Bridge Off System Pool	SR17001.016	SOUTH PLATTE RIVER Rehab	\$3,257,102	\$3,257,225	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.074	US 285 Kings Valley Turn Lanes	\$4,161,200	\$4,161,200	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.076	I-70: VSL (Variable Speed Limit) Concept of Operations	\$233,807	\$233,807	\$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
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.095	Lakewood Safety Package FY20	\$53,160	\$53,160	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.099	SH75: Bowles & Mineral Intersection Imp	\$56,450	\$56,450	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.101	Denver West Runaway Truck Ramp	\$140,000	\$140,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.103	I-70 VSL Concept of Operations & Implementation	\$3,500,000	\$3,500,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.112	SH-74 VMS Sign Installation	\$1,083,176	\$1,083,176	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.114	C-470 & Quincy Ramp Roundabouts	\$300,003	\$300,003	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.118	N Federal Blvd Medians: 92nd to 104th	\$329,000	\$329,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.120	I-25 South VSL Study & Preliminary Desig	\$510,000	\$510,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.121	SH 7D Bicycle Shoulder Widening Project	\$387,500	\$387,500	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.122	US-85 Temporary Signal at Daniels Park	\$116,800	\$116,800	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.038	US-85: Highlands Ranch Pkwy to County Line Rd.	\$3,150,000	\$3,150,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.039	88th Ave NEPA Study: I-76 Ramp to Old SH-2	\$1,500,000	\$1,500,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.057	I-270 Environmental Assessment & Preliminary Design	\$28,235,820	\$2,070,520	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.068	Nine Mile Pedestrian and Bicycle Bridge over Parker Rd	\$6,743,264	\$6,202,720	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.084	Denver CMPI: Mobility Choice Network	\$227,730	\$227,730	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.095	Perry Park Rd: Widening & Cable Rail	\$19,180,779	\$19,180,779	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.096	100th Ave Multimodal Improvements	\$1,400,000	\$1,400,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.098	Centennial Broadway Corridor Study: Belleview to C-470	\$1,000,000	\$1,000,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.102	Castle Rock CMPI Downtown Ped Lighting	\$410,165	\$410,165	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.106	88th Ave. Corridor Study (Pecos St. to Dahlia St.)	\$250,000	\$250,000	\$0	Completed
01	SR17013	R1 Safe Routes to School Program	SR17013.010	Thornton- Westgate Community School Sidewalk SRTS	\$436,298	\$436,298	\$0	Completed
01	SR17013	R1 Safe Routes to School Program	SR17013.018	Smith Elementary Denver Int Imp	\$334,628	\$334,628	\$0	Completed
01	SR17015	R1 DRCOG TAP Pool (TDR)	SR17015.007	High Line Canal Trail - East Colfax Ave to I-70	\$303,750	\$303,750	\$0	Completed
01	SR17038	R1 Permanent Water Quality Pool	SR17038.005	Denver South Federal Green Blvd PWQ Project	\$2,355,590	\$2,355,590	\$0	Completed
01	SR17050	R1 Locally-Funded Projects Pool	SR17050.003	CASTLE ROCK ATSPM ITS INTEGRATION	\$168,000	\$168,000	\$0	Completed
01	SR18775	Hot Spots Pool	SR18775.002	R1 Ramp Meter Sea	\$80,000	\$80,000	\$0	Completed
01	SR18871	R1 FR8 Pool	SR18871.002	NB I25 CHAIN DOWN STATION	\$1,000,000	\$1,000,000	\$0	Completed
01	SR19000	R1 Mobility Hub Pool	SR19000.003	El Rancho West Parking Lot	\$554,000	\$554,000	\$0	Completed
01	SR19112	R1 ADA Pool	SR19112.013	R1 Curb Ramps - SH88B & US 285D	\$5,092,272	\$3,583,614	\$0	Completed
01	SR19112	R1 ADA Pool	SR19112.015	CMGC ADA Curb Ramps Package 4	\$1,250,000	\$1,250,000	\$0	Completed
01	SSP1001	I-270 Corridor	SSP1001.001	I-270 Critical Bridges Design (Non-BTE)	\$5,425,000	\$5,425,000	\$0	Completed
01	SSP1126	I-70: WB PPSL Package	SSP1126.001	Westbound Peak Period Shoulder Lane (WB PPSL)	\$18,196,000	\$18,196,000	\$0	Completed
01	SSP4126	I-70 Mountain Corridor: DIA to Eagle County Airport	SSP4126.999	I-70 Mountain Corridor: DIA to Eagle County Airport	\$1,115,000	\$1,115,000	\$0	Completed
02	SPB7004	US 50 West	SPB7004.999	US 50 West	\$3,461,914	\$3,461,913	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.053	SH 12 Bridge repair at MP 42.77 P-17-F	\$500,000	\$500,000	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.064	Bridge repairs of M-22-AY at US 50 B and SH109	\$48,398	\$48,397	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.077	SH 109 Bridge Repair	\$3,499,501	\$3,499,501	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.079	K-19-V Emergency Repair	\$45,000	\$45,000	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.080	CO69A Wall Repair at MP 14.11	\$25,000	\$25,000	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.081	CO239A Trinidad Minor Bridge Replacement P-19-G at MP 1.74	\$220,000	\$220,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.125	I-25 South Academy - Southbound only	\$7,000,000	\$7,000,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.137	US50B Preventative Maintenance	\$0	\$1	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.140	SH 160 La Veta Pass to Sh 12 Mp 278 to 295	\$1,000,000	\$1,000,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.146	Preventative Maintenance US 287A/287B	\$2,334,353	\$2,334,353	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.148	SH 207 Manzanola North	\$1,275,563	\$1,275,563	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.149	SH 266A Rocky Ford to SH 109	\$5,192,853	\$5,192,852	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	\$15,031,342	\$15,031,342	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.152	US 50A Preventative Maintenance MP 277 to 283	\$2,613,247	\$2,613,249	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.153	US 24A Mill and Overlay Woodland Park to Divide	\$7,935,640	\$7,935,640	\$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	SR25216	Region 2 Surface Treatment Projects	SR25216.154	I25 Mill and Overlay Butte Creek North	\$8,695,490	\$8,695,490	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.156	US 50B mill and overlay I25 to 36th lane	\$7,947,267	\$7,980,369	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.158	SH109 minor surface rehab from MP 0 to 31	\$153,636	\$153,636	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.165	US 50 Las Animas Area Surface Treatment, ADA impr & Drainage	\$5,000,000	\$5,000,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.167	US 24 ADA ramps MP 284 to 288	\$305,805	\$305,805	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.168	Sh115 Surface treatment Nelson Blvd to I25	\$350,000	\$350,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.174	CO115A Shoulders & Safety Improvements MP 0.00 to 9.00	\$500,000	\$500,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.175	US24A Lake George to Divide Rural Paving MP 264 - 282	\$300,013	\$300,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.176	US285D Park County Resurfacing MP 220 - 228.8	\$200,000	\$200,000	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.081	US 24 MP 272.62 to 272.87 Blind Curve repair	\$1,528,268	\$1,528,268	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.083	SH 67 Mp 90-91 Super Elevation correction	\$2,934,768	\$2,934,767	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.104	Adams and Jackson Round about	\$123,015	\$123,015	\$0	Completed
02	SR26645	Hot Spot Pool	SR26645.999	Hot Spot Pool	\$130,000	\$130,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.053	US 50 B West of Las Animas East	\$2,694,772	\$2,694,772	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.055	SH 12 P-17-F Bridge Repair	\$2,440,000	\$2,440,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.056	Sh 207A overlay	\$100,000	\$100,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.061	SH 385 Realignment and New Bridge Structure	\$543,206	\$543,206	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.065	US 50B - I 25 to 26th Lane	\$1,655,286	\$1,655,285	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.073	US 50 PEDESTRIAN IMPROVEMENTS	\$0	\$2,010,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.076	I-25 South from Circle to Fountain SH 94 Imprmnts	\$3,353,354	\$3,353,354	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.079	SH 385 Relignment of Bridge MP 98	\$799,357	\$799,357	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.086	I-25 Dillon Frontage Road	\$5,747,916	\$6,690,561	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.098	US 285 Widening from SH 9 to 6th street	\$4,986,410	\$5,174,948	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.108	US 50 at Sh 71/CR 18 Signal installation	\$3,858,739	\$4,154,461	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.118	CO21 and Airport Rd Diverging Diamond Interchange	\$45,000,000	\$45,000,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.127	Signal Rpmt SH 21/Constitution/Palmer Pk & US 24 at Academy	\$500,000	\$500,000	\$0	Completed
02	SR26868	Safe Routes to School Region 2 Pool	SR26868.031	Westcliffe Safe Routes to School	\$419,397	\$419,397	\$0	Completed
02	SR27001	Region 2 Bridge off Pool	SR27001.028	Big Sandy Creek Bridge Replacement	\$1,177,775	\$2,601,525	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.048	SH165A guardrail safety improvements	\$72,000	\$72,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.049	SH 115 Safety Improvements MP 25.5 to 40.5	\$2,400,000	\$2,400,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.059	CO83A Passing Lanes MP 28 - 30	\$50,000	\$50,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.064	SH 69 Shoulder Widening & Rumble Strips	\$4,000,000	\$150,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.067	US285D Bailey Safety Improvements MP 221 to 226	\$2,315,000	\$2,315,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.071	US 24 Signing Project from Manitou Springs to Ramah	\$68,525	\$68,525	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.075	US 50 A Region 2 signal detection	\$6,637	\$6,637	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.076	R2 X-Lite Replacement	\$2,140,000	\$2,140,000	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.005	ADA ramps in the PPACKG area	\$2,757,938	\$2,757,938	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.007	Sh 9 Fairplay and Alma ADA inprovements	\$298,725	\$298,725	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.008	SH 115 Reconstruction Mp 26-34	\$5,412,840	\$5,412,840	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.009	SH96 design from Mp168 to Mp194 & Const	\$0	\$16,965,278	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.011	SH194 Bent ST and drange imp Mp 10-21	\$7,652,225	\$7,623,127	\$0	Completed
02	SR27011	Multi-Modal Options Funds	SR27011.002	City of Cripple Creek Sidewalk improvements	\$650,000	\$650,000	\$0	Completed
02	SR27011	Multi-Modal Options Funds	SR27011.004	City of Trinidad Bike lane marking	\$0	\$17,500	\$0	Completed
02	SR27013	SB260/267 Transit Projects	SR27013.001	Prowers County Transit Admin Facility	\$0	\$6,400	\$0	Completed
02	SR27019	Wildlife Mitigation Pool	SR27019.002	Rock Creek Bridge Wildlife Mitigation	\$500,000	\$500,000	\$0	Completed
03	SIN7022	I-70 Auxillary Lane East Frisco to Silverthorne	SIN7022.999	I-70 Auxillary Lane East Frisco to Silverthorne	\$700,000	\$700,000	\$0	Completed
03	SNW3660	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	SNW3660.999	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	\$254,820	\$77,549	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.023	Surface Treatment PE	\$300,000	\$300,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.030	Craig RE Chip Seals	\$4,600,000	\$5,751,341	\$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	SR35217.032	Montrose RE Chip Seals	\$2,250,000	\$2,280,938	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.033	GWS RE Chipseal projects	\$6,654,500	\$1,667,017	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.041	US 550 South of Montrose	\$4,813,343	\$4,247,169	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.067	I-70 Rifle to Silt slab repair	\$13,238,675	\$12,351,445	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.084	SH 9 Silverthorne North	\$8,646,216	\$8,728,009	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.128	SH 318 Brown's Park East	\$9,500,000	\$8,914,975	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.129	SH 114 Parlin West	\$6,186,501	\$5,483,610	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.132	SH 92 Hotchkiss to Crawford	\$700,000	\$700,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.135	I-70 Silverthorne to EJMT	\$2,547,827	\$2,547,827	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.151	SH64/SH13 at Meeker	\$8,520,000	\$8,090,703	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.152	I-70 East of Debeque	\$7,454,417	\$6,504,763	\$0	Completed
03	SR35771	R3 BRIDGE OFF SYSTEM	SR35771.033	Steamboat Springs Soad Creek Bridges	\$500,000	\$500,000	\$0	Completed
03	SR35771	R3 BRIDGE OFF SYSTEM	SR35771.035	Town of Hayden Poplar St. Bridge rehab	\$563,854	\$93,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.003	SH 50 PE Corridor Montrose to Sargents	\$9,665,062	\$9,665,062	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.010	SH 13 S. OF WYOMING	\$3,560,409	\$3,560,409	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.020	I-70 G Edwards Spur Road	\$2,128	\$2,128	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.029	SH 82 Glenwood Springs to Aspen PE	\$15,847,041	\$12,597,041	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.036	US 550 Montrose South Impv	\$17,413,854	\$24,653,854	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.041	US6 Mesa County	\$2,356,704	\$7,280,341	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.012	I-70 Dowd Canyon	\$4,491,600	\$4,868,600	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.034	I-70 Median Cable Rail Install	\$1,133,733	\$1,133,733	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.040	I 70B and 31.5 Rd Left turn lane	\$707,031	\$707,031	\$0	Completed
03	SR36700	Region 3 Traffic Signals Program	SR36700.999	Region 3 Traffic Signals Program	\$3,756,985	\$3,284,697	\$0	Completed
03	SR36711	Region 3 Rockfall Mitigation Program	SR36711.999	Region 3 Rockfall Mitigation Program	\$10,068,467	\$10,068,467	\$0	Completed
03	SR37000	R3 Transportation Comm Contingency	SR37000.027	I-70 GW Canyon Mud Slides	\$4,454,907	\$4,454,908	\$0	Completed
03	SR37002	Tunnels-R3	SR37002.002	I-70 Hanging Lake Tunnel	\$50,000	\$50,000	\$0	Completed
03	SR37003	Region 3 Safe Routes to School Pool	SR37003.017	HaydenSRTS US 40 MultiModal Safety	\$0	\$750,000	\$0	Completed
03	SR37015	Region 3 Multimodal Option Fund	SR37015.009	Hayden US40 Multi Modal Pedestrian	\$1,483,335	\$1,175,000	\$0	Completed
03	SR37015	Region 3 Multimodal Option Fund	SR37015.014	Gunnison-Ohio Ave MMOF	\$760,000	\$760,000	\$0	Completed
03	SR37015	Region 3 Multimodal Option Fund	SR37015.018	Gunnison Cty SH 135 Crested Butte/CBS Study	\$166,667	\$125,000	\$0	Completed
03	SR37015	Region 3 Multimodal Option Fund	SR37015.022	Parachute Downtown 1st Street Plan	\$200,000	\$150,000	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.224	24206- SH14C: Pawnee Pass-Sterling Part 2	\$4,585,864	\$4,585,864	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.235	24639-I-76 Diamond Grind MP 50-74, EB Lane 2	\$378,144	\$378,144	\$0	Completed
04	SR46598	Region 4 Bridge On System Pool	SR46598.064	22495-Boulder Polyester Overlay	\$177,413	\$177,413	\$0	Completed
04	SR46598	Region 4 Bridge On System Pool	SR46598.070	24492-SH 59B: B-26-F Timber Bridge Repairs	\$30,000	\$30,000	\$0	Completed
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.085	22975-US40/US 287 Passing Lane Design & Construction	\$921,967	\$921,967	\$0	Completed
04	SR46666	Region 4 Hazard Elimination Pool	SR46666.091	24352- R4 Ped & Bicycle Safety Study	\$4,279	\$4,279	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.138	SH 149 MP 21-42, 70-92 RRST	\$507,819	\$507,897	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.152	US160 Treasure Falls to WC Summit	\$225,000	\$225,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.047	Division of Transit and Rail Administration	\$793,540	\$793,540	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.219	RFTA - Regional Operating	\$2,403,356	\$1,201,678	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.331	SoCoCAA - Bustang Outrider Operating	\$375,000	\$375,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.352	Steamboat Springs - Outrider Craig Regional	\$357,062	\$357,062	\$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	\$266,107	\$266,107	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.361	Montezuma County - ITS Implementation	\$30,000	\$24,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.362	Archuleta County - Wayfinding Kiosks	\$67,170	\$53,736	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.363	Town of Telluride - Bus Facility Remodel	\$375,000	\$300,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.367	Archuleta County - Bus Shelter	\$77,940	\$62,352	\$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	SST7035	Faster Transit and Rail Division Funds	SST7035.370	DRCOG - RTD District Shops Hoist Replacement	\$3,536,310	\$2,829,048	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.372	DRCOG - RTD_E METRO ROOF REPLACEMENTS	\$3,963,690	\$3,170,952	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.373	Outrider Crested Butte-Denver Match	\$417,500	\$417,500	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.374	Outrider Lamar to Colorado Springs Match	\$202,704	\$202,704	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.375	Outrider Telluride-Grand Junction Match	\$200,000	\$200,000	\$0	Completed
ST	SST7048	2013 Flood Recovery Pool	SST7048.142	PR SH 119A Boulder Canyon	\$72	\$72	\$0	Completed
ST	SST7050	CONGESTION RELIEF POOL	SST7050.003	CDOT MOTORIST ASSIST	\$7,050,000	\$7,050,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.009	GVRTA - Gunnison Transit Storage	\$960,507	\$500,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.043	Ouray County - Workforce Transportation	\$533,091	\$533,091	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.047	Grand Valley Transit Operating	\$1,851,279	\$1,851,279	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.007	CONNECTED COLORADO	\$2,500	\$2,500	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.010	TMO Resource Assistance	\$190,000	\$190,000	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.015	DRCOG IGA for Micro Mobility Data	\$16,500	\$16,500	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.027	REVITALIZING MAIN STREETS - SB21-260	\$7,100,800	\$7,100,800	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.028	MTCH ARTA 1601 I70/HARVEST I/C TDM PLAN	\$1,000,000	\$1,000,000	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.029	CFY2023 OIM STRATEGIC TDM GRANTS	\$560,000	\$560,000	\$0	Completed
ST	SST7080	OIM - Mobility Services	SST7080.030	MICROMOBILITY PILOT CHATFIELD STATE PARK (E-Bikes)	\$125,000	\$125,000	\$0	Completed
ST	SST7093	Southwest Chief Rail	SST7093.001	PASSENGER RAIL ALTERNATIVES ANALYSIS	\$3,925,000	\$3,925,000	\$0	Completed
ST	SST7097	STRATEGIC SAFETY PROJECT POOL	SST7097.001	SMART CUSHIONS	\$1,000,000	\$1,000,000	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.001	2580-I-70 and Kipling Street Interchange Right-of-Way	\$3,047,436	\$3,047,436	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.004	2565-I-25 at Exit 104 - Dillon Drive Improvements	\$8,624,243	\$8,624,243	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.006	34-US 50 Passing Lanes Blue Mesa	\$9,142,308	\$9,142,308	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.008	31-US 6 Fruita to Palisade Safety Improvements	\$7,502,232	\$7,502,232	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.009	2771-CO 1 Safety Improvements	\$1,371,346	\$1,209,346	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.010	2774-CO 61 Sterling East MP 32.3 - 41.0	\$304,744	\$304,744	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.011	1161-I-70 West: Vail Pass Safety Improvements # Phase 1	\$5,180,641	\$5,180,641	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.032	1502-I-25C and US 160 Intersection Improvements	\$457,115	\$457,115	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.070	2758-Implement Recommendations from Trinidad Traffic Study	\$609,487	\$609,487	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.079	2598-CO 42 Safety and Intersection Improvements	\$4,571,154	\$4,571,154	\$0	Completed
ST	SST7099	Debt Service Federal Loan Repayment for 10-Year Plan Project	SST7099.080	I-25 and CO 14 Interchange Improvements	\$3,047,436	\$3,047,436	\$0	Completed
ST	SST8001	Central 70 - I-70 from I-25 to Chambers Rd	SST8001.999	Central 70 - I-70 from I-25 to Chambers Rd	\$34,357,372	\$34,355,392	\$0	Completed



**FY2023 - FY2026 STIP
Delayed/Discontinued Report**

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SR16682	R1 Hazard Elimination Pool	SR16682.118	R1 HSIP Pool	\$16,000,000	\$0	\$0	Delayed/Discontinued
01	SR16684	R1 Traffic Signals Pool	SR16684.043	R1 Traffic Signal Pool	\$3,000,000	\$0	\$0	Delayed/Discontinued
03	SNW7001	Routt County Rural PM10 Nonattainment Area	SNW7001.999	Routt County Rural PM10 Nonattainment Area	\$0	\$0	\$0	Delayed/Discontinued
04	SR46598	Region 4 Bridge On System Pool	SR46598.065	23873-Critical Culvert Const. Pkg D (SH-170)	\$0	\$0	\$0	Delayed/Discontinued
ST	SST7007	CMAQ NORTH FRONT RANGE POOL	SST7007.019	On Route Battery Electric Bus	\$1,931,000	\$0	\$0	Delayed/Discontinued
ST	SST7007	CMAQ NORTH FRONT RANGE POOL	SST7007.020	COLT Bus Replacement-Expansion	\$2,227,111	\$0	\$0	Delayed/Discontinued

Public Involvement Statewide Transportation Improvement Program

PUBLIC INVOLVEMENT

Public Involvement for the development of the FY2024 – FY2027 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 the development of the STIP. Further, CDOT utilizes [A Guide to the Transportation Planning and Programming Public Involvement Process](#) as its guidebook for implementing public involvement for the entire planning process, including the development of the STIP.

Public Involvement for the FY2024 – FY2027 STIP kicked off on April 4, 2023 and will close on May 10, 2023.

STIP Public Hearing

The Public Hearing will be held with the Transportation Commission on April 20 during the Commission’s regular meeting at CDOT Headquarters.

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
IJA	Infrastructure Investment and Jobs Act – Federal Authorization Act 2021
MAP-21	Moving Ahead for Progress in the 21st Century
MP	Mile Post
MPO	Metropolitan Planning Organization
MTC	Maintenance
OFMB	Office of Financial Management and Budget – Office in DAF that develops the Annual Budget and manages Program Distribution
RMS	Revitalizing Main Streets program
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
SMS	Safer Main Streets program
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

Acronym List

Statewide Transportation Improvement Program

NEPA	National Environmental Policy Act
NEPA Documents:	
Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision

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

10A	IIJA 10-Year Plan Asset Projects
10C	IIJA 10-Year Plan Capital Investment Projects
10M	IIJA 10-Year Plan Mobility Projects
262	Senate Bill 262 Funds
6CB	Carbon Reduction Program - Boulder
6CE	Carbon Reduction Program - Erie, Lafayette, Louisville
6CG	Carbon Reduction Program - Greeley
6CL	Carbon Reduction Program - Longmont
6CR	IIJA Carbon Reduction Program - Any Area
6DR	IIJA Carbon Reduction Program - DRCOG
6GV	IIJA Carbon Reduction Program - GVMPO
6NF	IIJA Carbon Reduction Program - NFRMPO
6PP	IIJA Carbon Reduction Program - PPACG
6PU	IIJA Transportation Alternatives - PACOG
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
BFP	IIJA Bridge Formula
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

Acronym List

Statewide Transportation Improvement Program

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
EMR	Emergency Relief
EVP	IIJA Electric Vehicle Program
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
I1A	Illustrative IIJA 10-Year Plan Asset Projects
I1C	Illustrative IIJA 10-Year Plan Capital Investment Projects
I1M	Illustrative IIJA 10-Year Plan Mobility Projects
I6B	Illustrative Carbon Reduction Program - Boulder
I6C	Illustrative IIJA Carbon Reduction Program - Any Area

Acronym List

Statewide Transportation Improvement Program

I6E	Illustrative Carbon Reduction - Erie, Lafayette, Louisville	
I6L	Illustrative Carbon Reduction Program - Longmont	
I6Y	Illustrative Carbon Reduction Program - Greeley	
I7H	Strategic Plan Illustrative	Illustrative Funding Programs 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
I7T	Strategic Transit Illustrative	
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	
ICP	PPACG CMAQ Illustrative	
ICR	Congestion Relief Illustrative	
ICT	Illustrative Clean Transit Enterprise	
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	DRCOG STP-Metro Illustrative	
IMF	Multi Modal Options Illustrative	
IMN	NFR STP-Metro Illustrative	
IMP	PPACG STP-Metro Illustrative	
INA	Illustrative Nonattainment Area Air Pollution Mitigation	
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	
ITU	Tunnel Staging Program	
LOC	Earmarks (Local Match)	

Acronym List

Statewide Transportation Improvement Program

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
MPU	IIJA STBG-Urban PACOG
MTF	Multi Modal Options
MTT	Multi Modal Options Strategic Transit
NAP	Nonattainment Area Air Pollution Mitigation Enterprise
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
RDP	TCCRF Region Design
RFM	Geohazards Mitigation
RMS	Revitalizing Main Streets
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
SMS	Safer Main Streets - State Stimulus Funds \$30M

Acronym List

Statewide Transportation Improvement Program

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
TDZ	5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities -Denver Large UZA
TGV	IIJA Transportation Alternatives - GVMPO
TNF	TAP - NFR MPO
TPP	TAP - PPACG
TPU	IIJA Transportation Alternatives - PACOG
TRG	FASTER Transit and Rail Local Grants
TRN	Federal Transit Program
TRR	Sec. 5339 - Bus and Bus Facilities - RURAL
TSV	Transportation Services for Vulnerable Populations & Seniors
TSZ	Sec. 5310 Mob of Seniors & Individuals w/Disabilities Small UZA

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/>



Program Distribution

Statewide Transportation Improvement Program

PROGRAM DISTRIBUTION

The FY2024 – FY2027 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

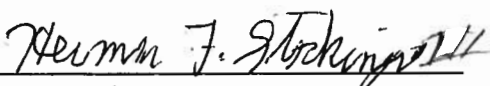
WHEREAS, three scenarios were developed including a scenario based on medium revenue, a high scenario assuming a new revenue source beginning in FY 2026-2027, and a low scenario assuming the elimination of federal General Fund Transfers; and

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

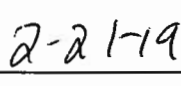
WHEREAS, the assumption of additional revenue will allow more projects to be included in fiscally constrained transportation plans, and allow more projects to complete the National Environmental Policy Act (NEPA) process, better preparing the Colorado Department of Transportation (CDOT) for funding opportunities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

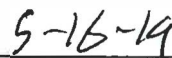
NOW THEREFORE BE IT RESOLVED, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

- 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