



# COLORADO

## Department of Transportation

### SB25-30 Inventory Overview

The Colorado Department of Transportation (CDOT) is compiling an inventory of active transportation and transit projects as required by [SB25-30](#). Local governments and transit agencies located outside of a Metropolitan Planning Organization (MPO) have the option to submit planned projects for active transportation and transit improvements that impact the highway network to CDOT by **April 3, 2026**.<sup>1</sup> These projects will then be included in CDOT's active transportation and transit inventory.

The purpose of the inventory is to consolidate a list of planned projects that address gaps in transit, bicycle, and pedestrian infrastructure along state highways. When possible, the inventory also serves to identify funding needed to accomplish identified projects. The inventory is not associated with any funding or grant programs, so inclusion of a project on the inventory does not suggest the potential for funding.

The inventory will be updated as part of the statewide transportation planning process, for which a major update is completed at least once every five years.

The attachment defines key terms, project types included in the inventory, project types excluded from the inventory, and the required and optional project attributes to submit for each planned project.

CDOT has already compiled an initial list of transit and active transportation projects in the Transportation Planning Region's full project list for the 2050 Regional Transportation Plan and Transit Plan, available on the [CDOT Inventory Website](#) as the **SB25-30 Rural TPR Initial Project Lists**. Please review and submit any missing details about these projects prior to adding any additional projects from other plans.

Projects that are in other local or regional plans that are not already included in the SB25-30 Rural TPR Projects List can be submitted using the **Project Submission Form** available on the [CDOT Inventory Website](#). If you have any questions on this inventory, please contact Medora Bornhoft at [medora.bornhoft@state.co.us](mailto:medora.bornhoft@state.co.us) (contact for general inquiries and active transportation) or George Gromke at [george.gromke@state.co.us](mailto:george.gromke@state.co.us) (contact for transit).

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<sup>1</sup> For this inventory effort, CDOT is contacting local governments and transit agencies located outside of [MPO boundaries](#). Entities located within an MPO worked directly with their MPO to submit planned active transportation and transit projects. Entities with both MPO and non-MPO areas should have submitted planned projects within the MPO area to their MPO and should submit planned projects in the non-MPO area to CDOT.





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### Attachment: Project Inventory Key Terms

**Active transportation or transit gap:** A location or linkage where active transportation facilities or transit service is needed to accommodate traveler demand but existing facilities or services are non-existent, poorly connected, or uncomfortable. Gaps include:

- Physical gaps - No active transportation infrastructure or transit service exists.
- Connectivity gaps - Active transportation infrastructure or transit service exists but the routes are not direct or efficient between origins and destinations.
- Functional gaps - Active transportation infrastructure or transit service exists but provides a low level of comfort or low level of service. Examples include active transportation facilities without adequate separation or safety given the roadway context or transit with a service frequency and/or service hours that are inadequate to meet traveler demand.

**Project:** A proposed improvement that is either funded or unfunded. Projects do not need to meet any particular time horizon for anticipated project completion. Projects may be broadly defined or narrowly defined.

- Examples of broadly defined projects: Unspecified multimodal improvements along portions of Corridor X between Municipality A and Municipality B, Regional Transit Service along Corridor X between Municipality A and Municipality B.
- Examples of narrowly defined projects: Shared-use path of X miles between Point A and Point B, Crosswalk improvements at intersection of A and B, Increase frequency of route X from 30 min headways to 15 min headways during peak hours.

**Project grouping:** For this inventory, individual locations may be grouped together as a single project entry for ease of reporting (e.g. 120 ADA curb ramps in X municipality, 200 miles of new sidewalk in X municipality). Multiple project types can also be grouped together as a single project entry for ease of reporting (e.g. BRT project from Point A to Point B, with a primary project type of “transit: new service” and a secondary project type of “Multimodal: other/unspecified”).

**Planned project:** A proposed improvement that is specified in a transportation, capital, or other plan or study (i.e., Any city, county, regional, or statewide document that reviews transportation needs and creates a plan to guide future investments, infrastructure improvements, and/or programming. Examples include active transportation plans, transit plans, mobility elements of a comprehensive plan, capital improvement plan, NEPA documents, Planning and Environmental Linkage (PEL) studies, safety plans, etc.). Note: For projects included in the 2050 Regional Transportation Plan or Transit Plan for the Transportation Planning Region (TPR), please review and provide additional attributes on projects in the **SB25-30 Rural TPR Initial Project Lists** spreadsheet available at the [CDOT Inventory Website](#).





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**Highway network:** For this inventory, the highway network includes CDOT-owned roadways and right-of-way and off-street facilities within ¼ mile of CDOT-owned roadways.

**Project types included in the inventory:**

- Walkability
  - Sidewalk(s)
  - Shared Street(s), Pedestrianization
  - ADA accessible infrastructure (e.g. curb ramps, pedestrian signals)
- Bikeability\*
  - On-street facility (e.g. bike lane, buffered bike lane, bikeable shoulder, or bike lane with physical separation)
  - Off-street facility (e.g. multi-use paths, trails, or raised bike lane)
  - Amenities (e.g. bike parking, fix-it stations)
- Multimodal
  - At-grade crossing improvements
  - Bike/Ped Overpasses/Underpasses
  - Shared micromobility (e.g. bike share, scooter share)
  - Traffic calming, roadway reallocation
  - First-last-mile (FLM) Programming or improvements
  - Other/unspecified multimodal improvement
- Transit
  - New service (fixed-route or on-demand)
  - Extended service routes/areas (fixed-route or on-demand)
  - Service enhancement (e.g. increased frequency, expanded hours, etc.)
  - Transit facility (stop, station or other facility improvement)
  - Other/unspecified transit improvement

\* Bikeable facilities should meet design standards given the roadway type and land use context. In rural areas, continuous paved shoulders can serve as bicycle facilities provided the width is appropriate given the roadway vehicle volumes and speeds. Refer to your local jurisdiction's design standards or to [FHWA's Bikeway Selection Guide](#) (in particular, see Figure 9. Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts and Figure 10. Preferred Shoulder Widths for Rural Roadways.)

**Primary project type and secondary project type:** Individual projects may entail multiple project types. For ease of reporting, identify a primary project type for each project. Optionally, a secondary project type can be provided if applicable.

**Project types excluded from the inventory:** The inventory is not intended to capture the following active transportation and transit needs: transit operations/maintenance of existing routes/service, transit maintenance facilities (unless needed to support service expansion), wayfinding, active transportation education or encouragement programs, multimodal or transit plans, data collection, or count programs.





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### Project attributes to provide:

- Project name
- Primary project type
- Secondary project type, if applicable
- Project location (including termini and/or cross streets if known, otherwise provide general area)
- Latitude/Longitude, if applicable
- Project length (to nearest 0.25 mile), if applicable
- Regional corridor(s) impacted, if different from project location
- Cost estimate\*\*, if available
- Year of cost estimate, if cost estimate provided
- Secured Funding Status (Fully funded, partially funded, not funded)
- Total amount & source(s) of secured funding
- Plan(s) containing the project
- Brief project description (1-4 sentences)
- Project ID, if applicable
- Comments

\*\* For transit operations projects, list capital and operations costs separately, and provide the operations cost for a single year of operation.

If bicycle, pedestrian, or transit elements are part of a larger roadway project, provide the cost estimate of the bicycle, pedestrian, and transit elements only. Due to difficulties in separating out costs for accessible infrastructure (ADA curb ramps and accessible pedestrian signals) from larger roadway projects, it is not expected that ADA components of larger projects will be included in the inventory.

