



MEMORANDUM

TO: STATEWIDE TRANSPORTATION ADVISORY COMMITTEE
 FROM: RON PAPSDORF, FEDERAL AFFAIRS AND LOCAL GOVERNMENT LIAISON
 DATE: DECEMBER 4, 2015
 SUBJECT: FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

On December 1, the House and Senate negotiators released their Conference Report to reconcile differences between the Senate's DRIVE Act and the House's STRR Act. The resulting conference bill is the Fixing America's Surface Transportation (FAST) Act. The House approved the bill on December 3. The Senate hopes to vote on the bill by Friday.

The FAST Act is a five year (FY 2016 - FY 2020) \$300 billion highway, transit, highway safety and rail bill. It provides approximately \$225 billion in contract authority over five years for the Federal-aid Highway program, increasing funding from \$41 billion in FY 2015 to \$47 billion in FY 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State DOTs through formula programs. The bill creates a new National Highway Freight program (approximately \$1.2 billion a year) that is distributed to the States by formula and creates a new discretionary program for Nationally Significant Freight and Highway Projects (approximately \$900 million a year). The FAST Act gradually increases the percentage of the Surface Transportation Program that is suballocated by population from 50 percent in FY 2015 to 55 percent in FY 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides approximately \$61 billion over five years for Federal transit programs including \$48.9 billion in Highway Trust Fund contract authority and roughly \$12 billion in funding from the General Fund. For highway safety the bill provides \$4.7 billion for NHTSA (\$3.7 from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration. The FAST Act authorizes approximately \$10 billion over five years for the Federal Railroad Administration and Amtrak.

For Colorado, the bill increases highway formula funding from \$516 million in 2015 to \$542 million in 2016 and grows to \$592 million in 2020. On the transit side, funding increases from \$111.5 million in 2015 to \$114.6 million in 2016 and grows to \$124.8 million in 2020. A funding summary by program area is attached.

Below are some key components of the FAST Act:

- The FAST Act adopts the House language converting STP—the second largest component of the federal-aid highway program—to a block grant program which provides some additional flexibility for states and local governments by including activities like ferry boat construction, border infrastructure projects, truck parking facilities, recreational trails and others that had received separate funding in prior highway authorization acts. It also increases the amount of STP funding that is distributed to local governments from 50% to 55% over the life of the bill.



- Rolls the Transportation Alternatives Program (TAP) into STP and allows 50% of certain TAP funding suballocated to local areas to be used on any STP-eligible project.
- Creates an option to bundle small bridge projects to increase efficiency.
- TIFIA is funded at \$275 million in 2016 and increases to \$300 million in 2020. A roll-over provision is included so that unused TIFIA allocations accumulate year to year rather than being redistributed. The bill also updates the TIFIA program to enable it to be better utilized by rural areas and more accessible for small projects and makes transit-oriented development projects eligible to apply for TIFIA loans.
- Reinstates the ability for states to capitalize the State Infrastructure Bank with their federal-aid highway funds for fiscal years 2016 through 2020.
- Creates a new formula distribution National Freight Program that will provide Colorado with \$85 million over five years for freight infrastructure improvements.
- Creates a new \$800 million per year (grows to \$1 billion in 2020) Nationally Significant Freight and Highway Projects Program that would provide grants to highway, bridge, rail-grade crossing, intermodal and freight rail projects costing more than \$100 million. The program would allow up to \$500 million to be allocated to freight rail and/or intermodal projects.
- Designates I-70 between Denver and Salt Lake City as a High Priority Corridor on National Highway System.
- Includes technology language under NHTSA that is supportive of vehicle to vehicle and vehicle to infrastructure investments and vehicle to infrastructure technology is now eligible for STP funding.
- Increases focus on freight planning and funding for freight projects.
- Provides grants to states for continued and expanded pilot testing of future road user fee collection systems.
- Reinstates the competitive grant program for bus and bus facility needs.
- Changes current law for New Starts full funding grant agreements by reducing the maximum Section 5309 FFGA share allowed by law from 80 percent to 60 percent. Other federal funds, including the Surface Transportation Program (STP) within the Federal Highway Programs, can still be used to supplement full funding grant agreements up to 80 percent.
- Increases the maximum size for a small start project so projects with a total cost of up to \$300 million (changed from \$200 million) and a federal share of up to \$100 million (changed from \$75 million) will qualify.
- Makes BRT projects that do not operate in a separate right of way eligible for Small Starts funding.
- Provides an increased focus on funding for roadway safety infrastructure and on the safety needs of rural roads.
- Removes safety awareness and education campaigns (including motorcycle safety) from eligibility for Highway Safety Improvement Program.



Fixing America's Surface Transportation (FAST) Act

Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	\$297,705,132	\$304,312,514	\$310,098,755	\$316,507,189	\$323,099,910	\$1,551,723,500
Surface Transportation Block Grant Program	\$137,015,364	\$140,516,942	\$143,558,486	\$146,342,615	\$149,830,157	\$717,263,564
Surface Transportation Block Grant Set-aside	\$10,486,329	\$10,486,329	\$10,703,299	\$10,703,299	\$10,703,299	\$53,082,555
STBGP Set-aside: Recreational Trails Program	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$7,958,260
Highway Safety Improvement Program	\$29,431,653	\$30,085,816	\$30,649,742	\$31,201,622	\$31,834,485	\$153,203,318
Railway-Highway Crossings Program	\$3,236,539	\$3,308,462	\$3,380,386	\$3,452,309	\$3,524,232	\$16,901,928
CMAQ Program	\$42,132,383	\$43,067,485	\$43,886,376	\$44,689,751	\$45,597,422	\$219,373,417
Metropolitan Planning	\$5,266,924	\$5,373,578	\$5,486,478	\$5,604,275	\$5,734,725	\$27,465,980
National Freight Program	\$15,546,723	\$14,870,779	\$16,222,667	\$18,250,501	\$20,278,334	\$85,169,004
Total	\$542,414,715	\$553,615,574	\$565,579,859	\$578,345,232	\$592,196,236	\$2,832,151,616

Transit Programs	2016	2017	2018	2019	2020	Total
5303: Metropolitan Planning	\$1,807,282	\$1,844,151	\$1,882,878	\$1,922,795	\$1,963,558	\$9,420,664
5304: Statewide Planning	\$372,263	\$379,857	\$387,834	\$396,056	\$404,452	\$1,940,462
5307+5340: Urbanized Area Formula	\$74,345,208	\$75,863,206	\$77,506,323	\$79,505,365	\$81,219,297	\$388,439,399
5329(3): State Safety Oversight Program	\$536,630	\$547,362	\$558,857	\$570,704	\$582,803	\$2,796,356
5310: Enhanced Mobility for Adults and People with Disabilities	\$3,781,419	\$3,857,047	\$3,938,045	\$4,021,532	\$4,106,788	\$19,704,831
5311+5340: Non-urbanized Area Formula	\$11,158,622	\$11,408,398	\$11,674,316	\$11,948,201	\$12,228,030	\$58,417,567
5311(b)(3): RTAP	\$158,456	\$161,625	\$165,019	\$168,518	\$172,090	\$825,708
5311(c)(1): Indian Reservation Formula	\$182,995	\$182,995	\$182,995	\$182,995	\$182,995	\$914,975
High Intensity Fixed Guideway	\$13,880,464	\$14,116,715	\$14,360,514	\$14,607,801	\$14,859,341	\$71,824,835
High Intensity Motor Bus	\$420,108	\$427,258	\$434,634	\$442,121	\$449,735	\$2,173,856
5339: Bus and Bus Facilities Formula	\$6,225,267	\$6,382,263	\$6,550,237	\$6,723,078	\$6,899,443	\$32,780,288
5339: Statewide Allocation	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
Total	\$114,620,730	\$116,922,894	\$119,393,670	\$122,241,185	\$124,820,552	\$597,988,941



FAST Act – STAC Questions – December 4, 2015

1. Is the off-system bridge set-aside retained and at what funding level?

A: The off-system bridge set-aside is retained and is funded at the same level as under MAP-21 (\$776.5 million per year). In addition, National Highway Performance Program (NHPP) dollars are eligible to be expended on non-NHS highway bridges that are on a Federal-aid highway; this addresses the “donut hole” issue for federal bridge funding.

2. What are the Amtrak and Federal Railroad Administration funding levels and how can funding be accessed?

A: The FAST Act authorizes passenger rail programs for five years to be consistent with the highway, highway safety, and transit programs. This is one year longer than the passenger rail bills passed earlier this year by the House and Senate. FAST provides approximately \$10 billion for FRA and Amtrak over the life of the bill. Some of the key Passenger Rail sections are:

Amtrak (for first time, separates NE Corridor authorization from the National Network authorization)

	Northeast Corridor	National Network
2016	\$450m	\$1b
2017	\$474m	\$1.026b
2018	\$515m	\$1.085b
2019	\$557m	\$1.143b
2020	\$600m	\$1.2b

Consolidated Rail Infrastructure and Safety Improvements (80/20 Federal-State share grants)

2016	\$98m
2017	\$190m
2018	\$230m
2019	\$255m
2020	\$330m

Federal-State Partnership for State of Good Repair (grants) – directs USDOT to give preference to eligible projects for which Amtrak is not the sole applicant; applications submitted jointly by multiple applicants; and where proposed Federal share does not exceed 50%.

2016	\$82m
2017	\$140m
2018	\$175m
2019	\$300m
2020	\$300m

Restoration and Enhancement Grants – A new program to help restore service over routes formerly operated by Amtrak; provide daily or daytime service over routes where such service did not previously exist; provide service to regions and communities that are underserved or not served by other intercity public transportation; foster economic development, particularly in rural communities and for disadvantaged populations; and enhance connectivity and geographic coverage of the existing national network of intercity rail passenger service. Funded at \$20m per year.

FAST Act – STAC Questions – December 4, 2015

3. What is the overall guidance for the Nationally Significant Freight and Highway Projects grant program?

A: This new discretionary grant program will provide financial assistance for projects of national or regional significance. Funding levels for the program are:

2016	\$800m
2017	\$850m
2018	\$900m
2019	\$950m
2020	\$1,000m

Goals:

- Improve safety, efficiency, and reliability of the movement of freight and people;
- Generate national or regional economic benefits and an increase in the global economic competitiveness of the US;
- Reduce highway congestion and bottlenecks;
- Improve connectivity between modes of freight transportation;
- Enhance resiliency of critical highway infrastructure and help protect the environment;
- Improve roadways vital to national energy security;
- Address the impact of population growth on the movement of people and freight.

Grant Authority: Except as otherwise provided, each grant shall be at least \$25m.

Eligible Applicants: A State or group of states; MPOs with a population over 200,000; local governments or groups of local governments; political subdivisions of a State or local government; special purpose district or public authority; Federal land management agency; tribal government or group of tribal governments; multistate or multijurisdictional group of any of the above entities.

Eligible Projects:

- Highway freight project on the National Highway System (NHS);
- Highway or bridge project on the NHS;
- A freight project that is:
 - A freight intermodal or freight rail project, or
 - Within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer or access into or out of the facility, or
 - A railway-highway grad separation project.
- Has eligible projects costs reasonably expected to exceed:
 - \$100m, or
 - For a project located in one state, 30% of the federal-aid highway apportionment to the State in the most recent FY, or
 - For a project located in more than one state, 50% of the federal-aid highway apportionment to the State with the largest apportionment in the most recent FY.

FAST Act – STAC Questions – December 4, 2015

Limitation: No more than \$500m of the total amount in the program (2016-2020) may be used for a freight project that is an intermodal or freight rail project or within the boundaries of a public or private freight rail, water, or intermodal facility.

Small Projects:

- 10% of grant funding is reserved each fiscal year for projects that do not satisfy the minimum project cost thresholds
- Each small project grant shall be at least \$5m.
- In addition to other applicable requirements, the Secretary shall consider:
 - The cost-effectiveness of the project, and
 - The effect of the proposed project on mobility in the State and region in which the project is carried out.

Project Requirements:

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150;
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
 - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
 - Contingency amounts are available to cover unanticipated cost increases.
- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- Project reasonably expected to begin construction no more than 18 months after date of obligation of funds.

Additional Considerations:

- Utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies;
- Utilization of non-Federal contributions; and
- Contributions to geographic diversity among grant recipients, including need to balance between rural and urban communities.

Rural Areas: The Secretary shall reserve at least 25% of funds (including amount for small projects) each fiscal year for grants in rural areas. Rural area means an area outside an urbanized area with a population over 200,000.

Federal Share: The Federal share of a project assisted with a grant under this program may not exceed 60%. Other Federal assistance may be used to satisfy the non-federal (40%) share of a project except that the total Federal assistance may not exceed 80% of the total project cost.



COLORADO

Department of
Transportation

10 Year Development Program

STAC

December 4, 2015 ₁



Development Program

What's the purpose?

- ***To identify the needs for major investments and the priorities over a 10 year timeframe.***
 - ***“Database of Major Investment Needs”***

Major Investments are *investments of significant cost or scope* which cannot typically be funded through a single funding source, and which may require additional revenue or other funding sources to fully complete.

The Development Program reflects the *priorities identified through the transportation planning process*, in the Regional Transportation Plans, and other modal and functional plans.

The Development Program is a tool, not a commitment or a decision on what we do in the future. It's *what we might do* if we received additional revenue, or what we might do incrementally with current revenues.



Development Program

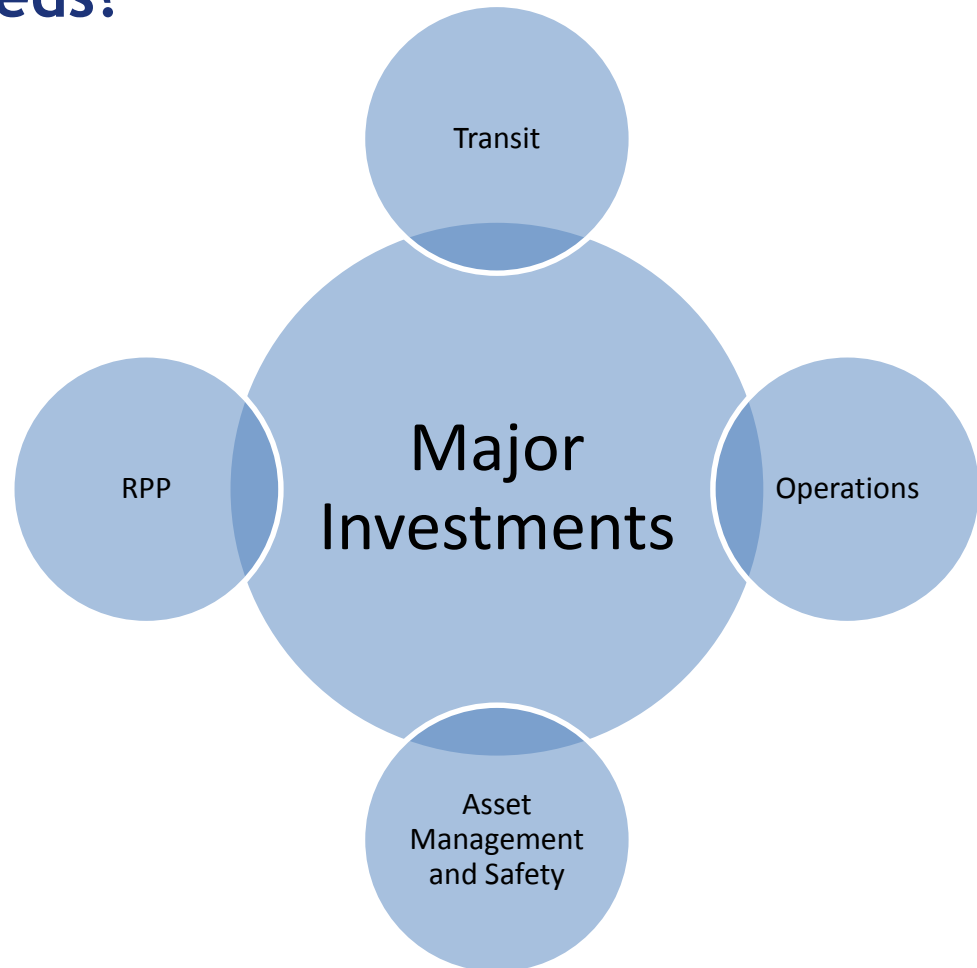
What does it include?

- Database of Major Investments needs includes a 10 year inventory of:
 - Major Project/Corridor Investment Needs
 - More than 75 projects totaling over \$7 billion
 - Studies
 - More than 50 EIS, EAs, PELs, Corridor Studies, Access Control Plans, etc. with remaining unfunded work
 - Transit Projects
 - Transit projects including bus purchase to support Bustang and Rural/Regional transit service, and Park-n-Rides
 - Operations Projects
 - Traffic Incident Management (TIM), ITS improvements, Traffic Management Operations Centers (TMOC) improvements, etc.

Development Program

What about other needs?

The Development Program will not identify in detail every potential project, but will include high level information on other needs including RPP, Asset Management, Safety, Operations, and Transit.





Development Program

How will this be used?

1. Communicate information about major investments and other needs to the public and stakeholders
2. Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions
3. Provide a resource for prioritizing or phasing projects if significant additional revenue were to become available, and for future “list” development exercises
4. Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes

Established criteria/attributes can be used to identify potential projects for specific purposes from the database in the future.



Development Program

What criteria/attributes should be used to identify projects from the Development Program in the future?

A	B	C	D	E	F	G	H	I	J	K	L	M
Project ID	Region	County	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	In 2040 Plan	Project/ Related Phase in STIP
Highway Projects												
11	1	Adams	I-270	I-270 PEL	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76 (MP 0.0)	I-70 (MP 6.0)	\$ 250.00	\$ 250.00	✓	✓

Project Name	VMT	Highest Segment AADT	Avg. AADT	Avg. % off Peak Truck	Avg. V/C Ratio	Highest Segment V/C Rat	Needs Areas						Other Attributes			
							Mobility		Safety		Structures		Pavement	Continuity	Redundancy	CO Freight Corridor
Top Delay	V/C > 0.85	LOSS 3/4	<= 2 Foot Paved Shoulder	Poor Structures	Low Vert. Clearance Bridge	Low Drivability Life										
I-270: Widening from I-76 to I-70	513,073	99,000	89,546	11.5%	0.86	0.92	✓	✓	✓	✓	✓	✓	High	✓		



Development Program

What criteria/attributes should be used to identify projects from the Development Program in the future?

- SWP Goals and Strategies
- Type of Need
 - High Congestion
 - Crash Rates
 - Low DL Pavement
 - Poor Structures
 - Low Vert Clearance Bridges
 - Shoulders \leq 2 ft.
- Corridor Designation
 - NHS
 - Freight
 - Energy
 - Regional Priority
- Traffic Data
 - AADT
 - Truck AADT
 - % Truck
 - VMT
 - V/C
- Other Factors
 - Redundancy
 - Continuity
 - Connectivity to intermodal facilities



Development Program

Next Steps

- December
 - Finalize project and study information – validate to RTPs, fill in gaps
- January
 - STAC review of project and study information
 - TC workshop on criteria/attributes and next steps
- February
 - Finalize document, web content, etc.

**Development Program - DRAFT Major Investment Projects/Corridors
11/10/2015**

A	B	C	D	E	F	G	H	I	J	K	L
Project ID	Region	County	Corridor	Study	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total	Project/ Related Phase in STIP
Highway Projects											
1	1	Douglas	I-25: El Paso County Line to C-470	I-25 South PEL	I-25: Monument to C-470	PEL to be completed for corridor with movement into NEPA and design/construction. Potential for adding one tolled Express Lane in each direction on I-25 to connect to tolled Express Lane on C-470.	Monument	C-470	\$ 270.00	\$ 270.00	v
2	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	\$ 3.00	\$ 30.00	v
3	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe	Bronco Arch	\$ 60.00	\$ 60.00	
4	1	Adams	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: US 36 to 120th	Implementation of I-25 North PEL recommendations including additional capacity from 84th Ave. to Thornton Pkwy., and auxiliary lanes between interchanges.	US 36	120th	\$ 95.00	\$ 95.00	v
5	1	Adams / Broomfield	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: 120th to SH 7	Extension of one tolled express lane in each direction from where segment three ends (136th/144th) to SH 7. Addition of auxiliary lanes between interchanges as identified in the I-25 North PEL.	120th	SH 7	\$ 80.00	\$ 150.00	v
6	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	\$ 170.00	\$ 170.00	
7	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	\$ 200.00	\$ 250.00	
8	1	Jefferson	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	I-70 and Kipling		\$ 60.00	\$ 60.00	
9	1	Denver	I-70 East: I-25 to E-470	I-70 East EIS and ROD	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Blvd. to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Blvd. to Tower Rd. with two tolled Express Lanes in each direction.	I-25	I-225	\$ 180.00	\$ 1,117.00	v
10	1	Denver	I-225	I-225 PEL	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25	Yosemite	\$ 60.00	\$ 60.00	
11	1	Adams	I-270	I-270 PEL	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76	I-70	\$ 250.00	\$ 250.00	v

Attachment D

12	1	Douglas	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	\$ 65.00	\$ 334.00	v
13	1	Jefferson	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		\$ 60.00	\$ 60.00	
14	1	Douglas	US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	Louviers	Meadows	\$ 55.00	\$ 55.00	
15	1	Adams	US 85: I-270 to E-470	US 85: Vasquez PEL	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270	62nd Ave.	\$ 35.00	\$ 35.00	
16	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	\$ 130.00	\$ 130.00	v
17	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50B (Exit 100)	US 50 / SH 47 Interchange	\$ 52.00	\$ 52.00	v
18	2	El Paso	I-25 through Colorado Springs	N/A	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	\$ 35.00	\$ 35.00	
19	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ute Pass	Drainage and intersection improvements and resurfacing..	Green Mountain Falls	Manitou Springs	\$ 20.00	\$ 20.00	v
20	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ridge Rd. St to 8th St.	Widening of roadway to six lanes.	Ridge Rd. St.	West of 8th St.	\$ 55.00	\$ 55.00	
21	2	El Paso	US 24 East: I-25 to I-70	N/A	US 24 East: SH 21 to Limon (focus on Garrett Rd. to Woodmen Rd.)	Repaving and intersection improvements and drainage improvements at Fern Gulch and Cascade.	SH 21	Limon	\$ 15.00	\$ 15.00	
22	2	Pueblo	US 50: Pueblo to SH 115	US 50 West EA and FONSI US 50 West PEL	US 50 West of Pueblo	Widening of US50A westbound from two lanes to three lanes, widening eastbound from McCulloch to Purcell. Improvements to intersections by constructing jughandle intersections.	West of Purcell	Pueblo Blvd. / SH 45	\$ 25.00	\$ 25.00	v
23	2	Pueblo / Otero / Bent	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	US 50B Widening	Widening of roadway to four lanes.	Pueblo	East of Lamar	\$ 55.00	\$ 55.00	
24	2	Prowers	US 287: Oklahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	US 287: Lamar Reliever Route	Phased construction of new two lane roadway.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	\$ 160.00	\$ 160.00	
25	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd.	Milton E. Proby Pkwy.	East Fountain Blvd.	\$ 13.00	\$ 13.00	
26	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy.	North of Woodmen Rd.	South of Briargate Pkwy.	\$ 30.00	\$ 30.00	
27	2	Teller	SH 67	N/A	SH 67: Divide to Victor Shoulder Widening and Safety improvements	Shoulder widening and safety improvements.	Divide	Victor	\$ 25.00	\$ 25.00	
28	3	Mesa	I-70B through Grand Junction	I-70B EA and FONSI	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4)	15th St. (MP 6)	\$ 16.00	\$ 20.00	v
29	3	Mesa	I-70: Palisade to Parachute	N/A	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	\$ 45.00	\$ 45.00	v
30	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70: Edwards Spur Rd.	Improvements to southern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	I-70G Spur Rd. (MP 0)	I-70G Spur Rd. (MP 0.527)	\$ 25.00	\$ 35.00	v

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31	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00	v
32	3	Eagle / Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	MP 180	MP 195	\$ 72.50	\$ 75.00	
33	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203	\$ 6.20	\$ 6.20	
34	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)	\$ 10.00	\$ 11.20	
35	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently); I-70: Silverthorne/Dillon Interchange PEL	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206	\$ 19.00	\$ 20.00	
36	3	Mesa	US 6: Fruita to Palisade	US 6: Clifton PEL	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility Improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)	\$ 57.00	\$ 60.00	v
37	3	Grand	US 40: Empire to Kremmling	N/A	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5)	Winter Park (MP 229)	\$ 11.00	\$ 11.00	
38	3	Routt	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	Steamboat Springs	Steamboat II	\$ 28.00	\$ 28.00	
39	3	Gunnison	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	US 50: Little Blue Canyon	Reconstruct and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50	
40	3	Summit	SH 9: I-70 to US 285	SH 9 EIS and ROD	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8	MP 96	\$ 9.00	\$ 10.00	v
41	3	Garfield	SH 13	SH 13 CatEx and CSS	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00	v
42	3	Rio Blanco / Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00	v
43	3	Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	\$ 25.00	\$ 35.00	v
44	4	Adams / Broomfield / Weld / Larimer	I-25 North	I-25 North EIS and Phased ROD	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	\$ 1,500.00	\$ 1,500.00	v
45	4	Lincoln / Kit Carson	I-70 Plains	N/A	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	Stratton		\$ 55.52	\$ 59.00	
46	4	Morgan	I-76 Plains	N/A	I-76: Reconstruction Phase 4 and 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 400.00	\$ 400.00	v
47	4	Larimer	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	\$ 25.00	\$ 25.00	v
48	4	Larimer / Weld	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	LCR 3	East of US 85	\$ 170.00	\$ 170.00	

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49	4	Weld	US 34: Loveland to Kersey	US 85 PEL	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	\$ 99.00	\$ 100.00		
50	4	Adams / Weld	US 85: I-76 to SH 14	US 85 PEL	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00	v	
51	4	Larimer	US 287: Fort Collins to Wyoming	US 287 Environmental Overview Study	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	Harmony Rd	SH392	\$ 25.00	\$ 25.00		
52	4	Kit Carson / Yuma / Phillips / Sedgwick	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	Wyoming State Line	Cheyenne / Kiowa County Line	\$ 961.46	\$ 965.00	v	
53	4	Larimer	SH 14: US 287 to I-25	N/A	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	I-25	Riverside	\$ 30.00	\$ 30.00		
54	4	Boulder / Weld	SH 52: SH 119 to US 85	N/A	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	SH 119	US 85	\$ 80.00	\$ 80.00	v	
55	4	Weld	I-76: E-470 to Wyoming	N/A	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		\$ 20.03	\$ 25.00		
56	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	Hover Rd.	I-25	\$ 98.50	\$ 100.00	v	
57	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements East	Safety and intersection improvements.	US 85	I-25	\$ 50.00	\$ 50.00	v	
58	4	Lincoln / Morgan / Weld	SH 71	Eastern Colorado Mobility Study	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	\$ 99.21	\$ 100.00		
59	4	Boulder	SH 119	SH 119 PEL and BRT Study	SH 119: Managed Lanes	Construction of managed lanes.	MP 43	MP 58	\$ 75.00	\$ 75.00		
60	4	Boulder	SH 119	N/A	SH 119 / SH 52 Interchange	Construction of new interchange.	MP 49	MP50	\$ 30.00	\$ 30.00		
61	4	Larimer / Weld	SH 392: US 287 to SH 14	SH 392 Environmental Overview Study	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	I-25	Briggsdale	\$ 110.00	\$ 110.00		
62	4	Larimer	SH 402	SH 402 EA and FONSI	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	US 287	I-25	\$ 45.00	\$ 45.00		
63	5	Chaffee	US 24: Hartsel to Johnson Village	Region 5 Passing Lanes & Pullouts Study	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00	v	
64	5	Chaffee	US 50: Canon City to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60	v	
65	5	La Plata	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50	v	
66	5	Montezuma	US 160: New Mexico to Durango	Region 5 Passing Lanes & Pullouts Study	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10	v	
67	5	Mineral	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30		
68	5	Saguache	US 285: Alamosa to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00	v	
69	5	Chaffee	US 285: Poncha Springs to Fairplay	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00	v	
70	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60	v	
71	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00	v	
72	5	La Plata	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	US 160 (MP 15)		\$ 90.00	\$ 91.00	v	
73	5	Ouray	US 550: Durango to Ridgeway	Region 5 Passing Lanes & Pullouts Study	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00	v	
74	5	Alamosa	SH 17	N/A	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00	v	
75	5	San Miguel	SH 145	Region 5 Passing Lanes & Pullouts Study	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	MP 72	MP 80	\$ 5.80	\$ 9.70	v	
									TOTAL	\$ 6,720.72	\$ 8,144.70	

Transit Projects

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T1	1	Douglas	I-25: El Paso County Line to C-470	Intercity and Regional Bus Plan	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.			\$ 1.00	\$ 2.00	
T2	1, 4	Denver/ Adams / Boulder	I-25 North	I-25 North EIS and Phased ROD; North I-25 Commuter Rail Update	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.			\$ 38.00	\$ 38.00	
T3	1, 4	Denver/ Adams / Boulder	I-25 North	Intercity and Regional Bus Plan	North Metro Rail Line - Park-n-Ride Connection with Interregional Services	Construction of Park-n-Ride that connects interregional services (Bustang) to North I-25 Commuter Rail Line.			\$ 10.00	\$ 168.00	
T4	1	Clear Creek	I-70 Mountain	SW Transit Plan; Intercity and Regional Bus Plan	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Idaho Springs.			\$ 1.00	\$ 2.00	
T5	2	Pueblo	I-25 through Pueblo	SW Transit Plan; Intercity and Regional Bus Plan	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.			\$ 2.50	\$ 2.50	
T6	2	El Paso	I-25 through Colorado Springs	SW Transit Plan; Intercity and Regional Bus Plan	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.			\$ 1.50	\$ 1.50	
T7	3	Garfield	I-70: Parachute to Glenwood Springs	SW Transit Plan; Intercity and Regional Bus Plan	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.			\$ 0.80	\$ 0.80	
T8	3	Grand	US 40: Empire to Kremmling	SW Transit Plan	Winter Park Train Platform	Construction of new passenger loading platform to support Winter Park express passenger train services.			\$ 3.00	\$ 3.00	
T9	3	Eagle	I-70: Glenwood Springs to Vail	Intermountain TPR Plan	Simba Run Underpass	Construction of underpass under I-70.			\$ 1.00	\$ 1.00	
T10	4	Weld	I-25 North	Intercity and Regional Bus Plan	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.			\$ 1.00	\$ 2.00	
T11	4	Larimer	I-25 North	SW Transit Plan; Intercity and Regional Bus Plan	Harmony Rd. Park-n-Ride Expansion	Expansion of existing Harmony Rd. Park-n-Ride at Harmony Rd. and I-25.			\$ 1.50	\$ 1.50	
T12	4	Weld	US 85: I-76 to SH 14; US 34: Loveland to Kersey	SW Transit Plan	Greeley Transit Facility Cost Escalation	Expansion of the existing Greeley-Evans Transit System facility to accommodate ICB services and local transit system.			\$ 1.20	\$ 1.20	
T13	4	Weld	US 85: I-76 to SH 14	SW Transit Plan	US 85 Park-n-Ride Cost Escalation	Completion of work on US 85 Park-n-Rides.			\$ 0.20	\$ 0.20	
T14	4	Larimer	SH 402	SW Transit Plan; Intercity and Regional Bus Plan	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.			\$ 2.00	\$ 2.00	
T15	5	San Miguel	SH 145	SW Transit Plan; Intercity and Regional Bus Plan	SH 145 Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.			\$ 2.50	\$ 2.50	
T16	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(5) 50 Passenger Over the Road (OTR) Coaches	Purchase of five OTR 50 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 3.00	\$ 3.00	
T17	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(3) 50 Passenger Over the Road (OTR) Coaches	Purchase of three OTR 50 passenger coaches to support the expansion of current Bustang services.			\$ 1.80	\$ 1.80	
T18	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(20) 30 Passenger Over the Road (OTR) Coaches	Purchase of 20 OTR 30 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			\$ 7.00	\$ 7.00	
TOTAL									\$ 79.00	\$ 240.00	
Operations Projects											
O1	Statewide	Multiple	Multiple	N/A	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.			TBD	TBD	
O2	Statewide	Multiple	Multiple	N/A	Traffic Management Operations Centers (TMOc)	Updates and modernizations to existing TMOcs, and potential new TMOcs in Regions 4 and 5.			TBD	TBD	
O3	Statewide	Multiple	Multiple	N/A	ITS Programmatic Improvements	Replacement and expansion of ITS including additional ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.			TBD	TBD	
O4	Statewide	Multiple	Multiple	N/A	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.			TBD	TBD	
O5	Statewide	Multiple	Multiple	N/A	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.			TBD	TBD	
O6	Statewide	Multiple	Multiple	N/A	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonomous vehicles technology and RoadX corridor projects.			TBD	TBD	
TOTAL									TBD	TBD	

DRAFT STIP ANNUAL UPDATE

