



DATE: January 26, 2018  
TO: Statewide Transportation Advisory Committee  
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)  
SUBJECT: Development Program Working Draft

### Purpose

To review and comment on the recently updated Development Program Working Draft.

### Action

Discussion. Statewide Transportation Advisory Committee (STAC) input.

### Background

The Development Program Inventory of Major Investment Needs was developed in winter 2016 based on the regional transportation plans (RTPs), and other plans and existing project lists, with additional updates made in spring 2017. The most current version of the Development Program (Attachment A) is a working draft and has been updated in conjunction with development of the draft project list for the potential 2018 ballot measure. The current Development Program includes roughly 143 highway projects representing more than \$9.9 billion in funding need, of which roughly \$6.5 billion are potential ballot list projects. This version of the Development Program has several new elements which include:

- Updated scope, schedule, and cost information.
- Additional projects not identified in the original Development Program.
- Removal of projects that have since been completed or for which funding has since been identified.
- Additional priorities for transit, asset management, ADA curb ramps, and operations.

The inventory is not intended to capture every potential project identified to date; it's intended to capture "major" highway projects, as defined by each CDOT region, and major investment needs for transit, asset management, and operations. Typically, these "major" investment needs are projects that are unlikely to be funded to completion through existing funding sources, and will require some other funding sources, such as a new revenue source or discretionary grant funding to make significant progress toward completion.

The focus on "major" investment needs means that a large number of smaller projects are not included. While some of these smaller projects can be funded through existing funding sources, many others cannot. As such, this inventory is only a partial picture of significant unmet transportation needs. Additionally, the inventory only includes projects that would be funded with revenues flowing through CDOT, if sufficient revenue were available. It does not include projects that are anticipated to be funded primarily with local, regional (i.e. MPO or transit agency directed) or private funding.

### Details

The current version of the Development Program, included in Attachment A, was updated in conjunction with the potential 2018 ballot measure. This process included ongoing funding discussions with STAC dating back to October 2017. The Development Program update was also informed by discussions concerning discretionary grants programs, such as INFRA, and prior legislative efforts, such as SB 267. The Development Program projects being considered for the potential 2018 ballot measure are highlighted in yellow.

This version of the Development Program also includes priorities for a number of statewide program areas. These include:



- **Asset Management:** This inventory highlights the backlog of needs across CDOT's diverse portfolio of assets for which the department maintains (Highway, Geohazards, Bridges, Culverts, Tunnels, Buildings, and Vehicles). In total, there is \$1.2 billion of major asset management project needs identified.
- **Transportation Systems Management & Operations (TSM&O):** This inventory highlights technology investment needs, such as Intelligent Transportation Systems improvements, installation of fiber-optics, and systems to support connected vehicle communications and applications. In total, there is \$750 million of major project needs identified in this category.
- **ADA Curb Ramps:** Title II of the Americans with Disabilities Act (ADA) requires that state and local governments prioritize curb ramps at pedestrian crossings and transit stops where walkways intersect a curb. This category represents the ADA curb ramp needs across the state. In total, there is \$108 million of investments identified in this category.
- **Transit:** This inventory of projects highlights the number of transit needs across the state. The Division of Transit and Rail has included a memo outlining the transit element of the Development Program in the January 2018 STAC Packet.

### Next Steps

The Development Program is a living document, to be continually refined as CDOT works with planning partners throughout the state, including any upcoming county meetings associated with the Project Priority Programming Process (4P).

### Attachments

- Attachment A - Development Program Working Draft
- Attachment B - Map of Development Program Working Draft



Highway Capacity Projects																	
Ballot List Projects are Highlighted																	
A	B	C	D	E	F	G	H	J			K						
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total cost of the project, escalated to construction mid-point	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
149	1	Greater Denver Area	Denver	US 285 and Morrison Road Interchange	Reconstruction of the 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional general purpose lane in each direction	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.		\$ 136,687,000			X	X	X			X	X
149B	1	Greater Denver Area	Denver	Kipling to Quincy/ Morrison Road to I-70	Kipling to I-70 Interchange (not including Quincy Ave to Morrison Road)	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.		\$ 226,909,000									
10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget		\$ 61,394,000	\$ -			X	X			X	X
153	1	Greater Denver Area	Arapahoe	I-25 /Bellevue	Interchange Improvements	Design to build		\$ 90,000,000		Potential for local partnership to expand scope		X				X	
4	1	Greater Denver Area	Adams	I-25 North: 84th Ave to Thornton Pkwy Widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.		\$ 85,285,000	\$ -			X	X			X	X
4B	1	Greater Denver Area	Adams	I-25 North: US36 to 120th, remaining PEL improvements	Aux lanes and safety and operational improvements identified by the PEL with the exception of work completed above.	Elements could be phased. No details or estimates on phasing at this time.		\$ 50,000,000									
5	1	Greater Denver Area	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of Tolle Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.			\$ 101,750,000	\$ 25,000,000	Tolling	X	X	X			X	X
1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway. Assumes construction of one new lane in each direction from Monument to Plum Creek Parkway.	Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.		\$ 350,000,000	\$ 35,000,000	Local funding. Tolling could potentially mitigate some costs.	X	X	X			X	X
3	1	Greater Denver Area	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.		\$ 57,140,000	\$ 10,000,000	Freight fund match		X	X			X	X
148	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.			\$ 134,062,000	\$ -	Tolling will be considered		X	X			X	X

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148B	Greater Denver 1 Area	Denver	I-25: Valley Highway Phase 4.0	Grade separation of the Consolidated Mail Line RR tracks from Santa Fe and Kalamath as well as a pedestrian bicycle bridge over Santa Fe, Kalamath, CML, I25 and the S. Platte River along the Bayaud alignment.			\$ 50,000,000		Tolling will be considered							
11	Greater Denver 1 Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.			\$ 398,774,000	\$ 165,000,000	Tolling & Potential Local Match. Lowered tolling assumption based on HPTe guidance	X	X	X			X	X
144	Greater Denver 1 Area		I-70 Eastbound Hook Ramps at 27th Ave. and Ped Bridge	Construction of hook ramps on eastbound I-70 at 27th Ave. and pedestrian bridge over I-70. Related to planned (at the time) Cabela's development.			\$ 20,000,000	\$ -				X				X
7	Greater Denver 1 Area	Clear Creek	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.	Design to Budget. Final alternative is unknown and the alignment may vary. Project could potentially be phased to incorporate improvements in westbound direction only based on alternative selected and funding availability.		\$ 550,000,000	\$ 70,000,000	Design to Budget of \$550 M with \$70 M Bridge Enterprise/ tolling assumed. Bridge Enterprise; Tolling will be considered	X	X	X			X	X
6	Greater Denver 1 Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	Design to Budget		\$ 80,000,000	\$ -	Tolling - no revenue assumed yet	X	X	X			X	X
145	Greater Denver 1 Area		I-70 Westbound To/From Ward Rd.	Improvements to I-70 westbound at Ward Rd. Related to planned (at the time) Cabela's development.			\$ 15,000,000	\$ -				X				X
146	Greater Denver 1 Area	Denver	I-70: Central 70 Peoria St. to Tower Rd. (Segment 2)	Phase II of the Central 70 project. Widening from Peoria St. to Tower Rd. with direct connects to I-225 and Pena Blvd.			\$ 270,000,000	\$ -		X		X				X
147	Greater Denver 1 Area	Denver	I-70: Central 70 Quebec St. to Peoria St.	Phase II of the Central 70 project. Widening from Quebec St. to Peoria St.			\$ 160,000,000	\$ -		X		X				X
8	Greater Denver 1 Area	Jefferson	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.			\$ 63,816,000	\$ -			X	X			X	X
154	Greater Denver 1 Area	Arapahoe	SH 30	Specific improvements to be determined			\$ 22,051,000				X				X	
143	Greater Denver 1 Area	Adams, Boulder, Weld, Broomfield	SH 7 Corridor Improvements	Operational and safety improvements from SH 7 PEL from Boulder to Brighton. Specific improvements TBD. Combination CDOT Region 1 and Region 4 Project.	Design to Budget		\$ 80,000,000	\$ -			X	X			X	

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Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total cost of the project, escalated to construction mid-point	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List
143B	1	Greater Denver	Adams, Boulder, Broomfield, Weld	SH 7 Corridor Improvements	Potential remaining projects. Specific improvements TBD.		\$ 350,000,000									
16	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with 30' median from Richmond Hill to Shaffer's Crossing with construction of interchange at King's Valley	Additional phases will remain.	\$ 70,576,000	\$ -			X	X			X	X
13	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		68151000	0			X	X			X	X
15	1	Greater Denver Area	Adams	US 85 /Vasquez: I-270 to 62nd Ave. Intersection Improvements	Reconstruction of the intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers based on a PEL study recommendation.	Design to budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$ 61,184,000	\$ -			X	X			X	X
15B	1	Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave Interchange completion	Reconstruction of the interchange at I-270 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.	Interim intersection improvements proposed as first phase. This is the completion of full scope as identified in PEL with at-grade alternative.	\$ 35,000,000									
121	1	Greater Denver Area	Adams	US 85: 104th Grade Separation	Construction of a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR crossing just east of US 85.		\$ 102,310,000	\$ -				X				X
122	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$ 76,234,000	\$ 17,000,000	Local match		X	X			X	X
14	1	Greater Denver Area	Douglas	US 85: Sedalia to Daniels Park Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.		\$ 49,500,000	\$ 16,000,000	Potential Local Match		X	X			X	X
14B	1	Greater Denver Area	Douglas	US85: Daniels Park to Meadows Parkway Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.	Could be combined with Project ID #14 above to complete corridor.	TBD				X	X				X
18	2	Pueblo Area	Pueblo	I-25: 29th St. Section (Phase of the New Pueblo Freeway EIS)	Part of 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. (MP 99-102)		\$ 70,310,000	\$ -				X				X
17	2	Pueblo Area	Pueblo	I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98 - 100)		\$ 228,635,000	\$ -			X	X			X	X

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							Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements							
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
19	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	Project 1: Widen I-25 to 6 lanes from South Academy to SH 16 (MP 135-131); Project 2: Widen I-25 to 6-lanes from Circle to South Academy (MP 138-135); Project 3: Add Auxiliary Lanes between Fillmore to Garden of the Gods (MP 144-146); Project 4: Add HOV lanes to I-25 between Cimarron to Briargate (MP 141 - 152); Project 5: Fix functionally deficient bridge on I-25 at Northgate and shoulder widening on I-25 from Northgate to Baptist Rd (MP 155 - 159)	Project could be divided into 5 phases of construction.		\$ 369,804,000	\$ 15,000,000	Surface Treatment		X	X			X	X
125	2	Pueblo Area	Pueblo	I-25: Dillon Blvd. Extension (Phase of the New Pueblo Freeway)	Construct Dillon Drive (four-lanes) from 26th St. south to US 50 B (MP 316.01).			\$ 10,300,000	\$ -				X				X
126	2	Pikes Peak Area	El Paso	I-25: HOV Lanes	Eight Lane HOV expansion on I-25 between Lake/Circle and Cimarron. (MP 137-142).			\$ 29,714,000	\$ -				X				X
123	2	South Central	Huerfano	I-25: SH 10/ SH 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/SH 160 Interchange. (MP 50)			\$ 50,000,000	\$ -				X				X
124	2	Pueblo Area	Pueblo	I-25: US 50 Interchange with I-25 (Phase of the New Pueblo Freeway)	Reconstruction of the US 50 Bypass interchange and the US 50 Bridge over Fountain Creek. Includes widening I-25 from 13th St. to US 50B Interchange (MP 99.5-100.5).			\$ 114,240,000	\$ -				X				X
139	2	Central Front Range		SH 115 Widening and Passing Lanes, Shoulder and Intersection improvements	Addition of passing lanes, shoulders, and improved bicycle and pedestrian safety at intersections. (MP 0-8)			\$ 10,000,000	\$ -						X		
155	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34)	Design to budget		\$ 25,000,000				X				X	
100	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)			\$ 15,100,000	\$ -			X			X	X	
131	2	Pikes Peak Area	El Paso	SH 21: Central Freeway	Reconstruction of SH 21 (Powers Blvd.) to a six to eight lane freeway including construction of 11 interchanges and three overpasses between Milton E. Proby Pkwy. and Dublin Blvd. (MP 137.5-148.0)			\$ 780,350,000	\$ -				X				X
116	2	Pikes Peak Area	El Paso	SH 21: Intersection Improvements- Constitution to North Carefree	Construction of new interchanges along SH 21 at Constitution and North Carefree. (MP 143.5-145.3)			\$ 143,650,000	\$ -				X				X
129	2	Pikes Peak Area	El Paso	SH 21: North Expansion SH 83 to I-25	Construction of SH 21 (Powers Blvd.) from SH 83 to I-25 as a six lane freeway including four interchanges at SH 83, Flying Horse Club Drive, Voyager Parkway and I-25. (MP 153.8- 156.9)			\$ 145,000,000	\$ -				X				X

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130	2	Pikes Peak Area	El Paso	SH 21: North Expansion Woodmen Rd. to SH 83	Construction of SH 21 (Powers Blvd.) Woodmen Rd. to SH 83 from a four lane freeway to a six lane freeway. (MP 149.0 - 153.8)			\$ 30,000,000	\$ -							X	X
28	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149 - 151).			\$ 39,896,000	\$ -		X	X				X	X
26	2	Pikes Peak Area	El Paso	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd. (MP 137.6 - 139.5)			\$ 13,000,000	\$ -								X
29	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide (MP 45.5-69.7) and Woodland Park to Deckers (MP 77-100).	Revised project limits. Design to Budget.		\$ 25,000,000	\$ -		X			X		X	
128	2	South Central	Huerfano / Las Animas / Custer	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget		\$ 21,000,000	\$ 6,000,000	HSIP, RPP, FASTER	X			X		X	
103	2	Central Front Range	Park / Summit	SH 9: Breckenridge to Alma, Shoulders and Safety Improvements	Addition of shoulders and safety improvements from Breckenridge to Alma. (MP 71-86)			\$ 18,000,000	\$ -					X			
156	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd (MP 0 - 9.1)	Design to budget		\$ 11,000,000			X					X	
98	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25: MP 278 - 304)	Design to Budget		\$ 15,000,000	\$ -		X	X				X	X
101	2	Central Front Range	El Paso	US 24 East: Elbert Rd. to El Paso County Line Turn and Passing Lanes	Addition of turn and passing lanes on US 24 from Elbert Rd. to El Paso County line. (MP 325.5-350.5)			\$ 32,000,000	\$ -				X				X
22	2	Central Front Range, Pikes Peak Area	El Paso	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett Rd. to Stapleton Rd. (MP 318 - 324)			\$ 64,242,000	\$ -		X	X				X	X
127	2	Pikes Peak Area	El Paso	US 24 West Improvements	Expand US 24 from I-25 to Ridge Road. Includes the US 24/I-25 Flyover. (MP 299.7-303.7)			\$ 270,000,000	\$ -					X			X

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20	2	Pikes Peak Area	El Paso	US 24 West: Divide to I-25	Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to Budget	\$ 25,000,000	\$ -						X		X	
99	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183 - 234)	Design to budget	\$ 15,000,000	\$ -						X	X		X
25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US 50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-81)	Project can be divided into two phases. Phase 1: US 50 realignment (\$30M); Phase 2: US 287 Reliever Route (\$185M)	\$ 211,071,000	\$ -						X	X		X
102	2	Central Front Range	Chaffee / Fremont	US 50: Salida to Canon City Passing Lanes	Addition of passing lanes between Salida and Canon City. (MP 223-277)		\$ 25,000,000	\$ -									X
23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct the 3rd westbound lane on US 50 from just west of Pueblo Blvd to Purcell Blvd. Construct the US 50 / Purcell Interchange which will include ped/bike facility improvements (MP 309-312)		\$ 45,895,000	\$ 6,000,000	RPP					X	X		X
23B	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct three lanes in both the EB and WB directions of US 50 between Purcell Blvd and West McCulloch Blvd (MP 307-310)		30,000,000								X		X
24	2	Pueblo Area, Southeast	Pueblo / Otero / Bent / Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to Budget	\$ 50,000,000	\$ -						X	X		X
24B	2	Pueblo Area, Southeast	Pueblo / Otero / Bent / Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to Budget	\$ 100,000,000								X		X
34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.		\$ 14,450,000	\$ -						X	X		X
36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at ramp termini to a double lane to correct back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	Project can be phased. \$2 M for preconstruction.	\$ 30,344,000	\$ -						X	X		X
37	3	Intermountain	Summit	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.		\$ 16,924,000	\$ -						X	X		X



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38	3	Intermountain	Summit	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.			\$ 24,701,000	\$ -			X	X		X	X	X
35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 1: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete Phase I, with a total project cost of \$400 M.		\$ 225,000,000	\$ -			X	X		X	X	X
35B	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 2: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete Phase I, with a total project cost of \$400 M.		\$ 175,000,000									
30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.			\$ 32,549,000	\$ -			X	X			X	X
33	3	Intermountain	Eagle	I-70: Edwards Spur Rd.	Road and bridge widening, intersection and pedestrian 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.			\$ 23,000,000	\$ 6,500,000	Eagle County							X
132	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.			\$ 15,072,000	\$ -			X	X			X	X
32	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (Silt)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.			\$ 15,000,000.00	\$ -				X		X		X
31	3	Grand Valley	Mesa	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Project can be phased.		\$ 71,014,000	\$ -			X	X		X	X	X
81	3	Multiple	Multiple	Region 3 Sediment Control Plan	Development of permanent water quality solutions on passes affected by the use of traction sand. Region 3 is responsible for 13 mountain passes several of which require the use of traction sand. Over the years several tons have accumulated and now are endangering the environment and wildlife.			\$ 3,000,000	\$ -								
45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to budget.		\$ 60,000,000	\$ 25,000,000	Potential TIGER Grant		X	X		X	X	X
45B	3	Intermountain	Garfield	SH 13: Rifle North Phase II	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Phase 2 is dependent upon receiving the TIGER grant		\$ 25,000,000				X	X		X		X

Highway Capacity Projects																
Ballot List Projects are Highlighted																
A	B	C	D	E	F	G	H	J			K					
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total cost of the project, escalated to construction mid-point	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List
46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	Project is scalable.	\$ 24,680,000	\$ -			X	X		X	X	X
47	3	Northwest	Moffat	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.	Project is scalable.	\$ 48,304,000	\$ -			X	X		X	X	X
50	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.		\$ 22,789,000	\$ -			X			X	X	
135	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$ 21,378,000	\$ -			X	X			X	X
136	3	Grand Valley	Mesa	SH 330: Safety Improvements	Safety improvements including adding/widening paved shoulders.		\$ 20,000,000	\$ -						X		
51	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases.	\$ 16,992,000	\$ -			X			X	X	
51B	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements Phase 2	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	This phase of \$7.5 M was pulled from Tier 1. This is the remainder of the corridor.	\$ 7,500,000							X		
48	3	Intermountain	Garfield / Pitkin	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.		\$ 100,000,000	\$ -						X		
44	3	Intermountain	Summit	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.	SB 267 funds are fixed.	\$ 13,817,000	\$ -			X			X	X	
49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	Project is scalable. Design to budget.	\$ 32,915,000	\$ -			X			X	X	
40	3	Intermountain	Eagle	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.		\$ 13,000,000.00	\$ -						X		

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Ballot List Projects are Highlighted																	
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Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total cost of the project, escalated to construction mid-point	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
41	3	Northwest	Grand	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 and adding a roundabout.			\$ 13,592,000	\$ -			X	X			X	X
134	3	Northwest	Grand	US 40: Kremmling East	Reconstruction and additional paved shoulder widening from Kremmling East.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling.		\$ 21,002,000	\$ -			X	X		X	X	X
134B	3	Northwest	Grand	US 40 Kremmling West	Reconstruction and additional paved shoulder widening from Kremmling East.	Phase 2		\$ 20,500,000						X			X
42	3	Northwest	Routt	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.			\$ 28,000,000	\$ -								X
43	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway to meet current geometric design standards and improve safety, drainage and access. Addition of passing lanes and mitigation of geohazard land-slide within the project limits.	Design to Budget		\$ 29,500,000	\$ 20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M		X	X		X	X	X
137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation.			\$ 22,475,000	\$ -			X	X			X	X
39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Project can be phased.		\$ 23,651,000	\$ -			X	X		X	X	X
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	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 on segment 5 (SH 66 to 56) and 6 (SH 56 to SH 402).	Design to budget. Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 ~\$86.1 M; SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M; US 34 and Centerra Interchanges ~\$170 M; SH 14 Interchange ~\$55 M; SH 14 to Wellington ~\$100 M; SH 66 to SH 14 (GP Lanes 3+1) ~\$172M		\$ 653,000,000	\$ 100,000,000	Tolling TBD	X	X	X		X	X	
53	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$81.3 M; MP 380-395.1 Failing SMA ~\$105 M; MP 402 - 407 Failing ASR ~\$20 M; MP 427-436.3 Failing HMA ~\$52.5 M		\$ 205,000,000	\$ -			X	X			X	X
114	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Design to budget		\$ 65,000,000	\$ -			X	X			X	X
54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.			\$ 41,200,000	\$ -			X	X			X	X

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Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total cost of the project, escalated to construction mid-point	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List
74	Greater Denver Area	4	Boulder	SH 119: BRT/Managed Lanes	Construction of Bus Rapid Transit (BRT)/ Managed Lane and interchange at SH 119 and SH 52.	Design to budget. Project could be divided into phases: BRT / Managed Lane ~\$139.3 M SH 119 / SH 52 Interchange ~\$38.5 M		\$ 160,000,000	\$ 120,000,000	DTR/Transit portion of ballot & RTD Match	X	X	X		X	X
67	4 North Front Range		Larimer	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.		\$ 30,000,000	\$ -				X				X
76	Upper Front Range, 4 North Front Range		Larimer / Weld	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.		\$ 110,000,000	\$ -						X		
77	4 North Front Range		Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	Design to budget	\$ 20,000,000	\$ -				X			X	
141	Greater Denver Area	4	Boulder	SH 42: Safety and Intersection improvements	Devolution and/or safety and intersection improvements in Louisville and Lafayette.	Design to Budget	\$ 10,000,000	\$ -				X			X	
69	4 Upper Front Range		Weld	SH 52 Interchange in Hudson	Reconstruction of interchange.	Design to Budget.	\$ 14,000,000	\$ -				X	X		X	X
68	Upper Front Range, Greater Denver Area	4	Boulder / Weld	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.		\$ 80,000,000	\$ -					X			X
71	Upper Front Range, Greater Denver Area	4	Boulder / Weld	SH 66: Corridor Improvements East	Safety and intersection improvements.		\$ 50,000,000	\$ -					X	X		X
70	Greater Denver Area	4	Boulder / Weld	SH 66: Corridor Improvements West	Intersection improvements on SH 66. Additional outcomes and specific projects to be determined through an in-progress PEL.	Subsequent phase (not reflected in updated costs) includes widening, safety, and additional intersection improvements to be identified in PEL.	\$ 1,500,000	\$ 1,500,000	RPP							
72	Upper Front Range, 4 Eastern		Lincoln / Morgan / Weld	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Nebraska state line.	Design to budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$ 40,000,000	\$ -				X	X		X	X
73	Greater Denver Area, Eastern	4	Douglas / Elbert	SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.		\$ 35,000,000	\$ -					X			

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64	4	Upper Front Range	Larimer	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.			\$ 2,000,000	\$ -			X				X
65	4	Upper Front Range	Larimer	US 287: LCR 80C (West)	Intersection improvements.			\$ 0.6	\$ -			X				X
62	4	North Front Range	Larimer	US 287: SH 14—Ted's Place	Intersection improvements.			\$ 1,600,000	\$ -			X				X
63	4	Upper Front Range, North Front Range	Larimer	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.			\$ 20,000,000	\$ -			X				X
61	4	North Front Range	Larimer	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.			\$ 25,000,000	\$ -			X				X
58	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases - Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M		\$ 113,000,000	\$ -		X	X			X	X
55	4	Upper Front Range	Larimer	US 34/US 36 Intersection in Estes Park	Intersection improvements.			\$ 2,000,000	\$ -			X				
57	4	North Front Range	Larimer / Weld	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M		\$ 90,000,000	\$ -			X			X	X
59	4	Upper Front Range	Larimer	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.			\$ 8,000,000	\$ -			X				
66	4	Eastern	Cheyenne	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne/Kiowa County line northerly to I-70 (MP 135 to MP 188)	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M		\$ 40,000,000	\$ -		X	X			X	X
60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US 85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US 85 PEL.	Design to Budget. Construction of new Peckham Interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL		\$ 101,840,000	\$ 58,400,000	\$58.4m TC Program Reserve		X	X	X	X	X

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159	5	San Luis Valley	Alamosa	SH 112 Asset Management	Paving project to maintain system	Design to Budget	\$ 15,000,000				X				X	
96	5	Southwest	La Plata	SH 140: New Mexico State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	Not scalable - there are 3 bridges that need widening	\$ 10,000,000	\$ -						X		
97	5	Gunnison Valley	San Miguel	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.	Not scalable	\$ 15,204,000	\$ 5,845,000	Surface Treatment - \$.5 M RPP - \$4.65 M FASTER SAFETY - \$695K			X		X	X	X
95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$ 37,498,000	\$ 8,500,000	Surface Treatment		X	X		X	X	X
151	5	Southwest	Archuleta	US 160/SH 151 Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$ 8,831,000	\$ 1,200,000	Potential partnership with Southern Ute Tribe, CPW		X	X			X	X
83	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time	\$ 36,000,000	\$ -			X	X		X	X	X
138	5	Southwest	La Plata	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	Scalable.	\$ 34,528,000	\$ -			X	X		X	X	X
84	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	Scalable with 2 distinct projects; bridge and roadway.	\$ 23,670,000	\$ 3,000,000	Surface Treatment		X	X		X	X	X
80	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	Scalable by mile.	\$ 25,646,000	\$ 6,000,000	Surface Treatment			X		X	X	X
86	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$ 8,735,000	\$ -			X	X			X	X
81	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to budget.	\$ 11,220,000	\$ -			X	X		X	X	X

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Project ID	Region	TPR	County	Project Name	Project Description	Phasing		Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
152	5	San Luis Valley	Costilla	US 160: Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.		\$ 15,602,000	\$ -	\$ -		X	X			X	X
85	5	San Luis Valley	Mineral	US 160: Wolf Creek Pass East Mobility and Safety Improvements	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic ITS.	The project is highly scalable, with three distinct sections.		\$ 91,979,000	\$ -				X		X		X
78	5	San Luis Valley	Chaffee / Park	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.	Not scalable.		\$ 7,742,000	\$ -				X		X	X	X
88	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	This project is highly scalable.		\$ 33,680,000	\$ 2,800,000	Surface Treatment		X	X		X	X	X
150	5	Southwest	Montezuma	US 491: Ute Farms Ditch	Extend Irrig Cross Culv 15' both sides, design conc channel with lateral spillway, stilling basin and low flow channel at Talk Rd	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.		\$ 422,000				X	X			X	X
158	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection.	Scalable		\$ 8,432,000				X				X	
157	5	San Luis Valley	Chaffee	US 50/285 Intersection	RAB at intersection	Not scalable		\$ 7,400,000				X				X	
91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.		\$ 31,992,000	\$ -		X	X	X		X	X	X
90	5	Southwest	La Plata	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.	Project is scalable to a two lane roadway.		\$ 32,620,000	\$ -		X		X		X		X
92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	Design to budget		\$ 99,600,000	\$ 45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	X	X	X		X	X	X
93	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is highly scalable.		\$ 17,597,000	\$ 7,050,000	Surface Treatment - \$5.9 M FASTER Safety - \$1.15 M			X		X	X	X

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Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities							
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements							
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program	
94	5	Gunnison Valley	Ouray	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. Passing opportunities at Ridgway State Park.	Not scalable.		\$ 30,537,000	\$ -			X	X		X	X	X	
<b>Total</b>								<b>\$ 9,990,075,001</b>										



Statewide Program - Asset Management																	
Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
133	3	Intermountain	Garfield	I-70: Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	Design to Budget. Project can be phased.		\$ 50,000,000	\$ -			X	X			X	X
133B	3	Intermountain	Garfield	I-70 Glenwood Canyon Critical Asset Repair Phase 2	Address critical safety need by rehabilitating the pavement with concrete and doing safety rock work	Design to Budget. Project can be phased.		\$ 50,000,000					X		X		X
TBD	1, 3	Denver, Intermountain	Summit, Clear Creek	Eisenhower-Johnson Memorial Tunnel Improvements	Tunnel Improvements	EJMT Lighting System \$15,000,000 EJMT Structural Liner \$20,925,000 EJMT Waterproofing \$1,250,000 EJMT Ceiling Repair \$258,000 EJMT Water Treatment \$2,300,000 TOTAL: \$39,733,000		\$ 39,733,000									
TBD	Statewide			Statewide Fire/Life Safety Improvements	Tunnels	Egress Signage All Tunnels \$50,000; Public Information Signage All Tunnels \$20,000; I-70 Standpipes for I-70 Tunnels \$2,750,000; Clear Creek Canyon Standpipes for Clear Creek Canyon Tunnels \$1,500,000; Callbox / Fire Extinguisher Boxes for unmanned tunnels \$150,000; Lane Usage Signs for I-70 Tunnels minus EJMT and HLT \$700,000; Traffic Cameras for I-70 Tunnels minus EJMT and HLT \$500,000; Fan Startup for EJMT \$3,000,000; Generators for EJMT and HLT \$6,000,000; Traffic Barrier for EJMT \$500,000; DTR Radio Repeaters for EJMT \$15,000; PA System for EJMT \$20,000; DTR Radio Repeaters for HLT \$15,000,000; PA System for HLT \$20,000; Emergency Power for Lighting for Unmanned Tunnels \$750,000; Ventilation Zone Control for EJMT \$750,000; Ventilation Zone Control for HLT \$750,000; Design Costs \$4,042,090		\$ 22,332,090									
TBD	Statewide			Unmanned Tunnels Lighting Replacement	Tunnels			\$ 26,552,700									
TBD	1	Denver Area	Adams County	US 36: 80th Ave and US 36 Bridges	Bridges			\$ 19,541,494									
TBD	1	Denver Area	Adams County, Jefferson County	SH 95: I-70 and Sheridan Blvd. Bridges	Bridges			\$ 21,476,208									
TBD	1	Denver Area	Jefferson County	US 6: US 6 and Wadsworth Blvd. Bridges	Bridges			\$ 20,668,359									
TBD	3	Grand Valley	Mesa County	I-70: Collapsible Soils (Location: Rifle to DeBeque)	Geohazards			\$ 21,159,756									
TBD	3	Intermountain	Garfield County	I-70: Rockslide/Rockfall (Location: Glenwood Canyon Rock Shed)	Geohazards			\$ 50,000,000									
TBD	1	Denver Area	Clear Creek County	I-70: Rockslide/Rockfall (Location: Idaho Springs to Downieville)	Geohazards			\$ 20,730,500									

Statewide Program - Asset Management																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Statewide			Statewide Replacement of Ramp Metering System	Signals - 200 ramp meters, mostly located in the Denver Metro area		\$ 50,000,000									
TBD	Statewide			Statewide Replacement of Traffic Signals in Poor or Severe Condition	Signals		\$ 115,000,000									
TBD	2	South Central	Huerfano County	I-25: Butte Creek North to North of Pueblo County Line Surface Treatment	Surface Treatment		\$ 25,254,000									
TBD	2	Pikes Peak Area	El Paso County	I-25: I-25 South Academy South Surface Treatment	Surface Treatment		\$ 32,000,000									
TBD	4	Eastern	Lincoln County	I-70: Genoa East and West Surface Treatment	Surface Treatment		\$ 64,100,000									
TBD	4	Eastern	Lincoln County	I-70: I-70 SMA at Arriba Rehabilitation Westbound	Surface Treatment		\$ 41,450,000									
TBD	4	Eastern	Lincoln County	I-70: I-70 SMA at Arriba Rehabilitation Eastbound	Surface Treatment		\$ 41,260,000									
TBD	4	Eastern	Kit Carson County	I-70: Burlington West, Eastbound and Westbound Surface Treatment	Surface Treatment		\$ 48,288,676									
TBD	2	Southeast	Kiowa County	SH 96: Jct 287 to Kansas State Line Surface Treatment	Surface Treatment		\$ 26,500,000									
TBD	2	Central Front Range	Fremont County, El Paso County	SH 115: West of El Paso County Line to Rock Creek Surface Treatment	Surface Treatment		\$ 38,326,000									
TBD	1	Denver Area	Denver County	I-25: I-25, Alameda Ave. to I-70 Surface Treatment	Surface Treatment		\$ 56,642,877									

Statewide Program - Asset Management																	
Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	3	Intermountain	Garfield County	I-70: Westbound Glenwood Canyon Ph 7, Quadrant 2 PCCP & PCP	Surface Treatment			\$ 82,467,550									
TBD	3	Intermountain	Garfield County	I-70: Eastbound Glenwood Canyon Ph 8, Quadrant 3 PCCP & PCP	Surface Treatment			\$ 78,638,700									
TBD	3	Intermountain	Eagle County	I-70: Westside Vail Pass Surface Treatment	Surface Treatment			\$ 24,816,400									
TBD	1	Denver Area	Clear Creek County, Jefferson County	I-70: I-70, Floyd Hill to JCR-93 Surface Treatment	Surface Treatment			\$ 25,804,350									
TBD	1	Denver Area	Jefferson County, Denver County	I-70: I-70, Wadsworth Blvd. to Pecos St./I-25 Surface Treatment	Surface Treatment			\$ 32,522,583									
TBD	3	Intermountain	Garfield County	SH139: SH 139 Douglass Pass Surface Treatment	Surface Treatment - Phase 2-Excluding MP 18.5-31			\$ 30,503,974									
TBD	2	South Central	Las Animas County	SH 160: SH 160 Jct 109 East to Jct US 287 Surface Treatment	Surface Treatment			\$ 4,365,600									
TBD	2	Pikes Peak Area	El Paso County	US 24: US 24 East of Falcon to El Paso/Lincoln County Line Surface Treatment	Surface Treatment			\$ 26,033,113									
TBD	2	Southeast	Prowers County	US 287: Prowers CR 8 North to Pearl Street Surface Treatment	Surface Treatment			\$ 35,765,978									
<b>Total</b>								\$ 1,221,933,908									

Statewide Program - Transportation Systems Management & Operations																	
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements						
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program	
TBD	TBD	TBD	TBD	RoadX Rural Safety Solutions	Identify new technology solutions to address rural safety issues like animal vehicle collisions and run off the road crashes.	Projects identified through coordination with Regions and industry partners.	\$5,000,000										
TBD	Statewide	Statewide	Statewide	RoadX Panasonic Connected Vehicle (V2X) Ecosystem	Data platform and systems integration to support connected vehicle communications and applications. Provides real-time roadway conditions to passenger and commercial vehicles.	Existing project; funding for all project phases has yet to be identified.	\$50,000,000										
TBD	TBD	TBD	TBD	RoadX Smart Infrastructure	New technologies to improve safety and reduce delay, like smart pavement, in-pavement lighting, and dynamic lane utilization.	Projects to be identified through coordination with Regions and industry partners.	\$20,000,000										
TBD	Region 4	Upper Front Range TPR, Eastern TPR	Weld, Morgan, Washington, Logan, Sedgwick	I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Hudson and the State Line	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$40,000,000										
TBD	Region 5	Southwest TPR, San Louis Valley TPR	Montezuma, Archuleta, Mineral	US 160 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$27,000,000										
TBD	Region 1 and 3	Central Front Range TPR, DRCOG	Park, Jefferson	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Tiny Town and Fairplay	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$40,000,000										
TBD	Region 3	Intermountain TPR, Grand Valley TPR	Mesa, Garfield	I-70 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Glenwood Springs and the Utah border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$47,000,000										
TBD	Region 3 and 5	Southwest TPR, Gunnison Valley TPR	Gunnison, Ouray, San Juan	US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Montrose and Silverton	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000										
TBD	Region 3, Gunnison Valley	Grand Valley TPR, Gunnison Valley TPR	Montrose, Delta, Mesa	US 50 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between I-70 and Montrose	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000										
TBD	Region 1 and 3	DRCOG, Northwest TPR	Clear Creek and Grand	US 40 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between I-70 and Kremmling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000										
TBD	Region 1 and 2	DRCOG, PPACOG	Douglas, El Paso	SH 83 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Franktown and North Gate Road in Colorado Springs	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$18,000,000										

Statewide Program - Transportation Systems Management & Operations																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Region 2	PPACOG	Teller, El Paso	US 24 Intelligent Transportation Systems Infrastructure	Installation of ITS devices between I-25 and Woodland Park	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	2,000,000									
TBD	Region 1	DRCOG	Jefferson	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between C470 and Kipling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	1,500,000									
TBD	Region 1	DRCOG	Jefferson	C-470 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between US 85 and SH 83	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	1,500,000									
TBD	Region 5	SWTPR	Montezuma	US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Durango and New Mexico border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	5,000,000									
TBD	Region 5	Gunnison Valley TPR	Ouray, San Miguel	SH 62 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Ridgeway SH 145 and US 550	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	6,000,000									
TBD	Region 1 and 4	DRCOG	Denver, Broomfield, Boulder	US 287 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Denver and Longmont	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	5,000,000									
TBD	Region 2	South Central TPR	Las Animas	I-25 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Aguilar and New Mexico border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	10,000,000									
TBD	Region 2 and 5	Central Front Range TPR, San Louis Valley	Rio Grande, Saguache, Chaffee, Park	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Monte Vista	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$45,000,000									
TBD	Region 4	North Front Range MPO, Upper Front Range TPR, Eastern TPR	Larimer, Weld, Logan	SH 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fort Collins and Sterling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	30,000,000									
TBD	Region 2	PACOG, Southeast TPR	Pueblo, Crowley, Bent, Prowers	US 50 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Pueblo and Lamar	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	27,000,000									
TBD	Region 3	Central Front Range TPR, Intermountain TPR	Park, Summit	SH 9 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Breckenridge	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	19,000,000									

Statewide Program - Transportation Systems Management & Operations																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Region 2	PPACOG, Central Front Range TPR, Eastern TPR	El Paso, Elbert, Lincoln	US 24 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Colorado Springs and Limon	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$11,000,000									
TBD	Statewide	TBD	TBD	Connected/Autonomous Vehicle (CV/AV) Network on Corridors with Existing Fiber	Dedicated Short Range Communication (DSRC) roadside units and cellular infrastructure to support vehicle-to-vehicle (V2I) communications and safety & mobility applications.	Smart Mobility Plan will provide refined priorities for implementation.	\$51,195,000									
TBD	Statewide	TBD	TBD	Statewide: Adding fiber to ballot list roadway projects from 5 Regions	Costs to add fiber optics and conduit to projects on the roadway ballot list. The funds are dedicated for fiber optic line only. This does not include devices.	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$26,805,000									
TBD	Region 3 and 4	Grand Valley TPR, North Front Range MPO	Mesa, Weld	Traffic Management Centers	New TMCs in Region 4 and Regions 3	Identified in Region ITS Strategic Implementation Plans. Smart Mobility Plan will provide refined priorities for implementation.	\$30,000,000									
TBD	Region 1	DRCOG	Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson	Intelligent Ramp Metering Upgrades	Upgrading ramp metering data collection and systems on freeways in Region 1.	Smart Mobility Plan will provide refined priorities for implementation.	\$50,000,000									
TBD	Region 1, others	DRCOG, North Front Range MPO, Upper Front Range, others TBD	Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, Weld, others TBD	Adaptive Traffic Signals	Deploying Adaptive Traffic Signals on arterials in Region 1 with strategic deployments in other Regions.	A study underway and the Smart Mobility Plan will provide refined priorities for implementation.	\$15,000,000									
TBD	Statewide	TBD	TBD	Connecting Traffic Signals to Fiber Network	Installing fiber optics on signalized corridors.	Smart Mobility Plan will provide refined priorities for implementation.	\$25,000,000									
TBD	Statewide	TBD	TBD	Bottleneck Reduction Projects	Low cost, high benefit projects to reduce delays and improve safety at identified bottleneck locations.	Projects are from the Statewide Bottleneck Reduction project list.	\$52,000,000									
<b>Total</b>							<b>\$750,000,000</b>									

Statewide Program - ADA Curb Ramps															
Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities				
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements				
								Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP
TBD				ADA Curb Ramps	Anticipated funding needed for strategic, programmatic approach to addressing non-accessible curb ramps that are not scheduled to be addressed through regular project delivery in support of the American's with Disabilities Act.			\$ 65,000,000				x			x
TBD				ADA Curb Ramps	Anticipated funding needed for strategic, programmatic approach to addressing non-accessible curb ramps that are not scheduled to be addressed through regular project delivery in support of the American's with Disabilities Act.			\$ 20,000,000							
TBD				ADA Pedestrian Push Buttons	Anticipated funding needed for addressing non-compliant pedestrian push buttons, including upgrading existing pedestrian push button facilities to Accessible Pedestrian Signals as needed in support of the American's with Disabilities Act.			\$ 23,870,000							
<b>Total</b>								\$ 108,870,000							

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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes	
1	T-1	1	DA	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	Castle Rock Park-n-Ride	Short term surface park and ride for IR Bustang service	Castle Rock	Douglas	\$ 1.50	\$ 1.50		F	X		IR				Possible locations: Douglas Co Fairgrounds, or Promenade development (north side)	
2	T-2	1	DA	CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan		Idaho Springs Park-n-Ride	East and West bound surface Park and Ride, Slip Ramps and Interchange improvements at I-70 exit 240	Idaho Springs	Clear Creek	\$ 1.00	\$ 2.00	R1 funding \$1m	F	X		IR				Region 1 is potentially funding this; will be replaced if/when Transit Center is completed (T5)	
3	T-3	1	DA	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	Denver Tech Center Park-n-Ride	Park and Ride and I-25 slip ramps to provide bus access	Denver	Denver	\$ 10.00	\$ 10.00		F	X		IR					
4	T-4	1	DA	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study; I-25 South PEL	I-25 Castle Rock Park-n-Ride Structure	400 space Park and Ride structure in Castle Rock at 3rd & Ebert street; 0.5 mile slip ramps North and Southbound bus access	Plum Creek	Douglas	\$ 15.00	\$ 15.00	Douglas County, City of Castle Rock and poss R1	F	X		IR				I-25 South PEL underway	
5	T-5	1	DA	Idaho Springs, CDOT	Intercity and Regional Bus Plan		I-70/ Idaho Springs Transit Center	Transit Center in Downtown Idaho Springs at 15th Street and Water street ( between I-70 mp 240-241); Including new Park and Ride structure and Slip Ramps to facilitate access for bus service	Idaho Springs	Clear Creek	\$ 15.00	\$ 15.00	Idaho Springs local funds	F	X		IR, R, L					
6	T-6	1	DA	CDOT	Intercity and Regional Bus Plan		Thornton-88th Bus Transit Center	I-25 managed lanes bus transit center between 84th & 88th	88th	Adams	\$ 10.00	\$ 10.00		F	X		IR, R					
7	T-7	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan	Northwest Area Mobility Study	Bus Rapid Transit Corridors	Approximately 5-6 Bus Rapid Transit Corridors to be developed, from a list of 25 possible candidates, based on forthcoming Regional BRT Feasibility Study; \$60-100m each; Possible corridors include: Wadsworth, C-470, Speer, Alameda, Colorado Blvd, Hwy119, Hwy7, 120th Ave, others TBD	Denver Metro	Denver metro	\$ 500.00	\$ 500.00		I	X		R, L					
8	T-8	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		Bus Maintenance Facilities	Options include new, relocated and/or expanded and renovated bus maintenance facilities; \$100-400m total	Denver Metro	Denver metro	\$ 400.00	\$ 400.00		F	X		R, L					
9	T-9	1	DA	City and County of Denver	DRCOG MVRTP Transit Coordinated Plan	Colfax Corridor Connections Study	East Colfax Bus Rapid Transit (BRT)	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	Denver Metro	Denver, Adams	\$ 100.00	\$ 155.00	Local GO Bond \$55 million	I	X	Near Term	R		X	X		
10	T-10	1	DA	City and County of Denver		Go Speer/Leetsdale Study	Speer/Leetsdale Bus Rapid Transit (BRT)	Bus Rapid Transit from Broadway Ave to Mississippi	Denver Metro	Denver	\$ 54.00	\$ 54.00		I		Near Term	R		X	X		
11	T-11	1	DA	City and County of Denver		Federal Blvd Corridor Plan	Federal Blvd Bus Rapid Transit (BRT)	Bus Rapid Transit from Floyd Ave to N Columbine Rd	Denver Metro	Denver	\$ 95.00	\$ 100.00	Local GO Bond	I		Near Term	R		X	X		
12	T-12	1	DA	City and County of Denver	DRCOG MVRTP Transit Coordinated Plan	Denver Moves: Broadway Lincoln	Broadway/Lincoln High Capacity Transit	High capacity transit from 17th Ave to Broadway LRT Station	Denver Metro	Denver	\$ 18.00	\$ 30.00	Local GO Bond \$12 million	I	X	Near Term	R		X	X		
13	T-13	1	DA	City and County of Denver		RTD Transit Priority Study	12th Ave Speed & Reliability Improvements	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.00	\$ 2.00		I		Near Term	L			X		
14	T-14	1	DA	City and County of Denver		RTD Transit Priority Study	17th/18th Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.00	\$ 2.00		I		Near Term	L			X		
15	T-15	1	DA	City and County of Denver		RTD Transit Priority Study	Downing Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.00	\$ 2.00		I		Near Term	L			X		
16	T-16	1	DA	City and County of Denver		RTD Transit Priority Study	West Colfax Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 1.00	\$ 3.00	Local GO Bond	I		Near Term	L			X		
17	T-17	1	DA	City and County of Denver		RTD Transit Priority Study	Federal Blvd Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 3.00	\$ 5.00	Local GO Bond	I		Near Term	L			X		
18	T-18	1	DA	City and County of Denver		Denver Moves: Transit	Speed & Reliability - Other Corridors	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 50.00	\$ 50.00		I		Near Term	L			X		
19	T-19	1	DA	City and County of Denver		DMAP	Metro Ride Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.50	\$ 4.00	Local GO Bond	I		Near Term	L			X		
<b>TOTAL Region 1</b>											<b>\$ 1,282.00</b>	<b>\$ 1,360.50</b>										
20	T-40	2	CFR	City of Cripple Creek	Central Front Range Regional Transit Plan		Cripple Creek Admin & Operations Facility	Includes \$142k land (Cripple Creek in-kind)	Cripple Creek	Teller	\$ 1.69	\$ 1.90	\$213k Cripple Creek	F	X	1-6 years	R, L				Implementation plan (Ch 7) prioritizes \$1.7m while the D5 project list indicates \$4m	
21	T-41	2	CFR	Wet Mountain Valley Rotary Community Service	Central Front Range Regional Transit Plan		Westcliffe Vehicle Housing	Metal building to house vehicles	Westcliffe	Custer	\$ 0.40	\$ 0.40		F	X	1-6 years	L					
22	T-42	2	CFR	CDOT	Statewide Transit Plan		Fairplay New Facility	New Facility to connect routes traveling along US-285 with service on SH 9	Fairplay	Park	\$ 5.00	\$ 5.00		F	X	Short	IR, R					
23	T-43	2	CFR	Golden Shuttle	Central Front Range Regional Transit Plan		Expand Golden Shuttle Service (Fremont Co)	Expand service to include weekend and evening service. Estimated 4,400 hrs/yr. Annual depreciated cost of one-half time body-on-chassis bus	Fremont County	Fremont	\$ 0.34	\$ 0.34		S	X	1-6 years	L					
24	T-44	2	CFR	UAACOG, PPACG, CDOT	Central Front Range Regional Transit Plan		Region-wide Park and Ride Facilities	Assumes approximately 7 facilities with 50 parking spaces	TPR-wide	Various	\$ 3.50	\$ 3.50		F	X	1-12 years	R, L					
25	T-45	2	CFR	Cripple Creek, PPACG, Teller County, Silverkey	Central Front Range Regional Transit Plan		Provide Regional Service Along US-24	Connecting Cripple Creek with Woodland Park and then Colorado Springs. 5-7 days per week, 9 hours per day, estimated 2,300-3,230 hours per year	Cripple Creek - Co Springs	Teller, El Paso	\$ 0.26	\$ 0.26		S	X	1-6 years	IR, R					
26	T-46	2	PB	CDOT, City of Pueblo	Statewide Transit Plan; Intercity and Regional Bus Plan	2017 Pueblo Transit Feasibility Study	Pueblo North Park-n-Ride	Construction of a new 100-200 site Park-n-Ride in north Pueblo to accommodate Local and Bustang service	Pueblo	Pueblo	\$ 10.00	\$ 10.00		F	X		IR, R, L					
27	T-47	2	PB	Pueblo		2017 Pueblo Transit Feasibility Study	Pueblo Union Depot		Pueblo	Pueblo	\$ 5.00	\$ 5.00		F			L					
28	T-48	2	PB	Pueblo		2017 Pueblo Transit Feasibility Study	Pueblo Admin & Maintenance Facility	Relocation and rebuild	Pueblo	Pueblo	\$ 15.00	\$ 15.00		F		priority	L					



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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes
29	T-49	2	PP	CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan		Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.	Woodmen Rd.	El Paso	\$ 3.00	\$ 4.00	\$1 million from sale of current PnR	F	X		IR, R				sale of current lot to likely fund construction costs
30	T-50	2	PP	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	I-25 Monument Interchange Park-n-Ride Access Improvements	Add northbound I-25 Slip Ramp to Park and Ride	Monument	El Paso	\$ 4.00	\$ 4.00		F	X		IR, R				Estimated \$2.5m ROW, \$.5m Design
31	T-51	2	PP	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	Monument Park-n-Ride Expansion	The existing park-n-ride accommodates approx. 240 cars. The project would expand the capacity by another 120-150 spaces.	Monument	El Paso	\$ 1.20	\$ 1.20		F	X		IR, R				
32	T-52	2	PP	CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	Tejon Park-n-Ride Expansion and Reconstruction	Expand existing 100 spaces to 200; improve car and bus access / egress; leverage the site's potential for additional connections with regional and intercity buses; lighting and other safety and security improvements	Tejon	El Paso	\$ 5.00	\$ 5.00		F	X		R, L				
33	T-53	2	PP	PPACG	PPACG 2040 RTP Transit		BNSF Corridor Purchase	For Multimodal corridor, non-motorized transportation, or BRT	Colorado Springs	El Paso	\$ 1.06	\$ 1.06		I	X		L				
34	T-54	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 12 Pedestrian Improvements	Construct missing sidewalks, ADA curb ramps, and transit stops	Colorado Springs	El Paso	\$ 0.36	\$ 0.36		I	X		L				
35	T-55	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 9 Pedestrian Improvements	Construct missing sidewalks, bicycle lanes, ADA curb ramps, and transit stops	Colorado Springs	El Paso	\$ 0.80	\$ 0.80		I	X		L				
36	T-56	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Sidewalks and Bus Stops		Colorado Springs	El Paso	\$ 2.80	\$ 2.80		I	X		L				
37	T-57	2	PP	PPACG	PPACG 2040 RTP Transit		Downtown Transit Station Relocation		Colorado Springs	El Paso	\$ 8.34	\$ 8.34		F	X		L				
38	T-58	2	PP	PPACG	PPACG 2040 RTP Transit		Fixed Route Service Improvements Stage 1	Bus Procurement, Replacement and Servicing	Colorado Springs	El Paso	\$ 56.59	\$ 56.59		S	X		L				2015-2020
39	T-59	2	PP	PPACG	PPACG 2040 RTP Transit		Garage and Maintenance Facility Expansion		Colorado Springs	El Paso	\$ 20.00	\$ 20.00		F	X		L				
40	T-60	2	PP	PPACG	PPACG 2040 RTP Transit		ADA Paratransit Service Improvements Stage 1	Bus Procurement, Replacement and Servicing	Colorado Springs	El Paso	\$ 10.31	\$ 10.31		S	X		L				2021-2025
41	T-61	2	PP	PPACG	PPACG 2040 RTP Transit		Transit ITS Expansion	Variable Message Sign, smartcard, IT, ITS, real-time bus info, etc.	Colorado Springs	El Paso	\$ 10.00	\$ 10.00		E	X		L				
42	T-62	2	PP	PPACG	PPACG 2040 RTP Transit		Academy Blvd. Corridor Improvements	Develop as a primary transit corridor	Colorado Springs	El Paso	\$ 32.00	\$ 32.00		I	X		L				
43	T-63	2	PP	PPACG	PPACG 2040 RTP Transit		Fixed Route Service Improvements Stage 2	Bus Procurement, Replacement and Servicing	Colorado Springs	El Paso	\$ 30.50	\$ 30.50		S	X		L				2026-2030
44	T-64	2	PP	PPACG	PPACG 2040 RTP Transit		ADA Paratransit Service Improvements Stage 2		Colorado Springs	El Paso	\$ 7.02	\$ 7.02		S	X		L				2026-2030
45	T-65	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Bus Transfer Station	Reconstruction - Citadel Mall Area	Colorado Springs	El Paso	\$ 10.00	\$ 10.00		F	X		L				
46	T-66	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Routes 1 and 7 Stage 2 enhancements		Colorado Springs	El Paso	\$ 0.34	\$ 0.34		S	X		L				
47	T-67	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 6 Stage 2 enhancements		Colorado Springs	El Paso	\$ 0.28	\$ 0.28		S	X		L				
48	T-68	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 6 Stage 3 enhancements		Colorado Springs	El Paso	\$ 2.35	\$ 2.35		S	X		L				
49	T-69	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 6 Stage 4 enhancements		Colorado Springs	El Paso	\$ 3.79	\$ 3.79		S	X		L				
50	T-70	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 8 Stage 2 enhancements		Colorado Springs	El Paso	\$ 1.32	\$ 1.32		S	X		L				
51	T-71	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 9 Stage 3 enhancements		Colorado Springs	El Paso	\$ 1.19	\$ 1.19		S	X		L				
52	T-72	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 9 Stage 4 enhancements		Colorado Springs	El Paso	\$ 0.54	\$ 0.54		S	X		L				
53	T-73	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 12 Stage 4 enhancements		Colorado Springs	El Paso	\$ 0.32	\$ 0.32		S	X		L				
54	T-74	2	PP	PPACG	PPACG 2040 RTP Transit		Transit Route 16 Stage 2 enhancements		Colorado Springs	El Paso	\$ 1.39	\$ 1.39		S	X		L				
55	T-75	2	PP	PPACG	PPACG 2040 RTP Transit		ADA Paratransit Service Improvements Stage 3		Colorado Springs	El Paso	\$ 3.67	\$ 3.67		S	X		L				2031-2035
56	T-76	2	PP	PPACG	PPACG 2040 RTP Transit		Fixed-Route Service Improvements Stage 3		Colorado Springs	El Paso	\$ 15.24	\$ 15.24		S	X		L				2031-2035
57	T-77	2	PP	PPACG	PPACG 2040 RTP Transit		Fixed-Route Service Improvements Stage 4		Colorado Springs	El Paso	\$ 11.62	\$ 11.62		S	X		L				2036-2040
58	T-78	2	SC	Trinidad, SCCOG	South Central Regional Transit Plan; Intercity and Regional Bus Plan		Trinidad Multimodal Center	Multimodal center to serve Amtrak, Greyhound and SCCOG transit services	Trinidad	Huerfano	\$ 1.50	\$ 1.50		F	X	x	IC, IR, R, L			X	
59	T-79	2	SE	Lamar, CDOT	Southeast Regional Transit Plan, Intercity and Regional Bus Plan		La Junta Bus, Rail and PnR Facility	Convert existing La Junta depot to accommodate a rail/bus/park-and-ride facility	La Junta	Otero	\$ 0.45	\$ 0.45		F	X	1-6 years	IR, R, L			X	
60	T-80	2	SE	La Junta, CDOT	Southeast Regional Transit Plan, Intercity and Regional Bus Plan		Lamar Bus, Rail and PnR Facility	Convert existing Lamar depot to accommodate a rail/bus facility	Lamar	Prowers	\$ 2.00	\$ 2.00		F	X	7-12 years	IR, R, L			X	
61	T-81	2	SE	Baca County	Southeast Regional Transit Plan		Baca County Bus Facility		Springfield	Baca	\$ 3.00	\$ 3.00		F	X		L				
62	T-82	2	SLV	CDOT	Intercity and Regional Bus Plan		Walsenburg PnR and Bus Pullout	Establish park and ride, bus pull-out in Walsenburg	Walsenburg	Huerfano	\$ 2.00	\$ 2.00		F	X						
63	T-83	2	PB	Pueblo	Pueblo Transit Service Expansion Plan		New Route and Service Expansion	Major, city-wide route modifications and service expansions; planning and capital funds to construct new stops	Pueblo	Pueblo	\$ 6.00	\$ 6.00		S		1-5 years, priority	L				
<b>TOTAL Region 2</b>											\$ 301.16	\$ 302.38									

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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes
64	T-100	3	GrV	Mesa County	GVMPO 2040 RTP Coordinated Transit and Human Service Transportation Plan		Bus Stop/ Pedestrian Improvements		Mesa County	Mesa	\$ 3.30	\$ 3.30		I	X	HIGH	L				
65	T-101	3	GrV	Mesa County	GVMPO 2040 RTP Coordinated Transit and Human Service Transportation Plan		Double Frequency on All Routes - Bus Purchases	Double frequency on all 12 fixed routes requires an increase in rolling stock to accommodate service expansion. Current fixed route service is provided with 16 buses (including spares). Cost estimate includes 16 lowfloor buses at \$500,000 per unit. Costs shown are in 2020 \$.	Mesa County	Mesa	\$ 8.49	\$ 8.49		S	X	MEDIUM	L				
66	T-102	3	GrV	Mesa County	GVMPO 2040 RTP Coordinated Transit and Human Service Transportation Plan		I-70B Clifton Park and Ride Facility	This proposal includes an additional park-and-ride facility, a pull-out adjacent to the facility, signal, ADA compliance, lighting, and pedestrian access improvements to the facility. Costs shown are in 2020 \$.	Mesa County	Mesa	\$ 2.23	\$ 2.23		F	X	LOW	L				Clifton currently has two park-and-ride facilities that are used to capacity. Public transit serves these facilities.
67	T-103	3	GrV	Mesa County	GVMPO 2040 RTP and Coordinated Transit and Human Service Transportation Plan, Grand Junction Comprehensive Plan, North Avenue Corridor Plan		US6B Signal, Bus Stop, Pedestrian, ADA, and Lighting Improvements	Corridor-wide improvements to include Transit Signal Priority, stop improvements, lighting, ADA and other access improvements. Costs shown are in 2020 \$.		Mesa	\$ 13.50	\$ 13.50		I	X	HIGH	L				
68	T-104	3	GrV	Mesa County	GVMPO 2040 RTP and Coordinated Transit and Human Service Transportation Plan		I-70B Additional Park and Ride facility. Signal, Bus Stop, Pedestrian, ADA, and Lighting Improvements	Corridor-wide improvements to include Transit Signal Priority, stop improvements, lighting, ADA and other access improvements, additional Park and Ride Facility on west I-70B. Costs shown are in 2020 \$.		Mesa	\$ 6.20	\$ 6.20		F, I	X	HIGH	L				(Note this project does not include I-70B Clifton Park and Ride Facility, shown separately)
69	T-105	3	GrV	Mesa County	GVMPO 2040 RTP and Coordinated Transit and Human Service Transportation Plan		US6A Additional Park and Ride, Signal, Bus Stop, Pedestrian, ADA, and Lighting Improvements	Corridor-wide improvements to include Transit Signal Priority, stop improvements, lighting, ADA and other access improvements, additional Park and Ride Facility on US-6A, Fruita. Costs shown are in 2020 \$.	MP 11.08 - 26.08	Mesa	\$ 3.85	\$ 3.85		F, I	X	HIGH	L				
70	T-106	3	GrV	Mesa County	GVMPO 2040 RTP Coordinated Transit and Human Service Transportation Plan		Commuter Service for Park and Ride Lots	Cost estimate includes the purchase of six vans at \$66,000 per unit. Costs shown are in 2020 \$.	Mesa County	Mesa	0.42	0.42		S	X	LOW	L				Park-and-ride facilities are currently utilized to capacity. A complement to these amenities include utilizing vans for commuter service in the form of microtransit or demand response service.
71	T-107	3	GrV	Mesa County	GVMPO 2040 RTP Coordinated Transit and Human Service Transportation Plan		US6C Signal, Bus Stop, Pedestrian, ADA, and Lighting Improvements	Corridor-wide improvements to include Transit Signal Priority, stop improvements, lighting, ADA and other access improvements. Costs shown are in 2020 \$.	MP 37.16 - 46.06	Mesa	\$ 5.20	\$ 5.20		I	X	HIGH	L				
72	T-108	3	GuV	CDOT	Gunnison Valley Regional Transit Plan, Intercity and Regional Bus Plan		Montrose PnR	Construct a PnR in Montrose (SH 145) to replace the current IC and regional stop at the gas station	Montrose	Montrose	\$ 0.50	\$ 0.50		F	X	1-6 years	IR, R, L				
73	T-109	3	GuV	All Points Transit	Intercity and Regional Bus Plan		Montrose Regional Transit Center	Plan and Construct a regional transit center (including vehicle bays and fuel stations)	Montrose	Montrose				F	X		R, L				possible partnership with Montrose PnR needs (T12)
74	T-110	3	GuV	GuV TPR	Gunnison Valley Regional Transit Plan		New Montrose-Telluride Service	New Montrose-Telluride general public transit service. Potential stops include Montrose, Colona, Ridgway, Placerville and Telluride.	US 550/ SH 62	Montrose, La Plata	\$ 0.56	\$ 0.56		S	X	1-6 Years	R, L				
75	T-111	3	GuV	All Points Transit; City of Montrose, Montrose County	Gunnison Valley Regional Transit Plan		Additional City of Montrose Human Services Transportation	Additional City of Montrose Human Services Transportation		Montrose	\$ 0.63	\$ 0.63		S	X	1-6 Years	L				
76	T-112	3	IM	Pitkin County	Intermountain Regional Transit Plan;		Aspen Maintenance Facility Phase IV Upgrades- CNG Fueling	Aspen Maintenance Facility Phase IV Upgrades- CNG Fueling	Aspen	Pitkin	\$ 5.00	\$ 5.00		F	X	Short	R, L		X		
77	T-113	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan;		Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel		Pitkin	\$ 0.30	\$ 0.30		F	X	Short	L				
78	T-114	3	IM	Garfield County	Intermountain Regional Transit Plan		Catherine Store PnR renovation/expansion	Catherine store park and ride renovation/expansion 50 spaces @ \$10,000 each		Garfield	\$ 0.60	\$ 0.60		F	X	Short	L				
79	T-115	3	IM	RFTA	Intermountain Regional Transit Plan;		CMC park and ride renovation/expansion	CMC park and ride renovation/expansion	Glenwood Springs	Garfield	\$ 0.40	\$ 0.40		F	X		L				not in the ITSP; still needed?
80	T-116	3	IM	Summit County	Intercity and Regional Bus Plan		Frisco Transit Center - Phases 1-6	Frisco Transit Center - Phases 1-6 Facility improvements including expansion of bus bays and addition of a training and conference room	Frisco	Summit	\$ 17.00	\$ 20.00		F	X		R, L				
81	T-117	3	IM	RFTA	Intermountain Regional Transit Plan; Intercity and Regional Bus Plan; RFTA Integrated Transit System Plan		Glenwood Maintenance Facility expansion & renovation	Glenwood maintenance facility expansion to accommodate Bustang, USFS Shuttle, RFTA; Limited design complete currently, cost range is \$49,281,298-\$69,144,117 depending on the options RFTA wishes to add or deduct to/from the project.	Glenwood Springs	Garfield	\$ 69.14	\$ 69.14	RFTA	F	X	Long (RFTA)	IR, R, L				
82	T-118	3	IM	Town of Carbondale	Intermountain Regional Transit Plan;		Carbondale local circulator bus infrastructure	Local circulator bus infrastructure in Carbondale	Carbondale	Garfield	\$ 2.00	\$ 2.00		I	X	Short	L				
83	T-119	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan		Breckenridge Bus Storage Facility	Merge with ski area will require a new bus storage facility	Breckenridge	Summit	\$ 5.50	\$ 5.50		F	X	Short	L				
84	T-120	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan		Tiger Dredge Parking Structure	Mixed-use parking structure at Tiger Dredge lot	Tiger Rd	Summit	\$ 8.00	\$ 8.00		F	X	Short	L				
85	T-121	3	IM	Summit County	Intercity and Regional Bus Plan		Frisco Transit Center - Phase 1	Phase 1 includes construction of Park and Ride and access road	Frisco	Summit	\$ 2.50	\$ 3.00	\$ .5m from Summit Co	F	X		IC, IR, R, L				
86	T-122	3	IM	Pitkin County	Intermountain Regional Transit Plan		Old Snowmass bus stop improvements	Old Snowmass bus stop improvements	Snowmass	Pitkin	\$ 0.35	\$ 0.35		I	X	Short	L				
87	T-123	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan;		Snowmass - Owl Creek Road roundabout bus stops	Owl Creek Road roundabout bus stops	Owl Creek Rd	Pitkin	\$ 1.50	\$ 1.50		I	X		L				
88	T-124	3	IM	Town of Carbondale; RFTA	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		Carbondale PnR Expansion	Park and ride expansion	Carbondale	Garfield	\$ 2.20	\$ 2.20		F	X	Short (RFTA)	R, L				Includes land acquisition
89	T-125	3	IM	Town of Silt; RFTA	RFTA Integrated Transit System Plan		Silt PnR Expansion I-70-SH6 Area	Park and ride expansion; 200 spaces (\$1m) short-term; subsequent expansion of add'l 50 spaces in long-term (\$.5m)	Silt	Garfield	\$ 1.50	\$ 1.50		F	X	Short (RFTA)	R, L				
90	T-126	3	IM	Town of Rifle, CDOT, RFTA	Intercity and Regional Bus Plan, Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		Rifle PnR Relocation/Expansion	Relocation and expansion of existing Rest Stop to 200 spaces; requires Roundabout construction to accommodate add'l traffic; potential ROW swap with private owner of adjacent property	Rifle	Garfield	\$ 2.00	\$ 2.00	RFTA \$.05m	F	X	Short	IR, R, L				

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91	T-127	3	IM	Town of Avon	Intermountain Regional Transit Plan;		Avon Parking Structure	Parking structure to access the Westin Gondola and Main Street	Avon	Eagle	\$ 8.00	\$ 8.00		F	X	Short	L				
92	T-128	3	IM	Town of Basalt	Intermountain Regional Transit Plan;		Basalt - Sagewood bus stop reconstruction	Sagewood bus stop reconstruction	Basalt	Pitkin	\$ 0.40	\$ 0.40		F	X	Short	L				
93	T-129	3	IM	Town of Carbondale; RFTA	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		SH 133/Rio Grande Trail pedestrian bridge	SH 133 pedestrian bridge (along the Rio Grande trail)	Carbondale	Garfield	\$ 8.00	\$ 8.00		I	X	Short, Medium (RFTA)	L			X	
94	T-130	3	IM	Town of New Castle	Intermountain Regional Transit Plan		New Castle - SH 6 Streetscape	SH 6 Streetscape	New Castle	Garfield	\$ 8.00	\$ 8.00		I	X	Short	L				
95	T-131	3	IM	Pitkin County	Intermountain Regional Transit Plan		Two Rivers Road PnR renovation/expansion	Two Rivers Road park and ride renovation/expansion	Two Rivers Rd	Pitkin	\$ 0.30	\$ 0.30		F	X	Short	L				
96	T-132	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan;		Wood Road roundabout bus stop reconstruction	Wood Road roundabout bus stop reconstruction	Wood Rd	Pitkin	\$ 2.00	\$ 2.00		F	X		L				
97	T-133	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan;		Snowmass Village Bus Station	Build multimodal regional and local bus station	Snowmass	Pitkin	\$ 40.00	\$ 40.00		F	X		L				
98	T-134	3	IM	RFTA	Intermountain Regional Transit Plan;		Carbondale administrative and maintenance facility renovation and expansion	Carbondale administrative and maintenance facility renovation and expansion	Carbondale	Garfield	\$ 25.00	\$ 25.00		F	X		R, L				Not included in RFTA's ITSP; possibly not needed due to scope of GMF expansion?
99	T-135	3	IM	ECO Transit	Intermountain Regional Transit Plan		Edwards - Indoor Transportation Facility	Construct transportation facility at park and ride lot in Edwards with indoor facilities	Edwards	Eagle	\$ 0.80	\$ 0.80		F	X	Mid	L				
100	T-136	3	IM	RFTA	RFTA Integrated Transit System Plan		We-Cycle Bike Share Expansion		Glenwood Springs, Carbondale	Garfield	\$ 1.26	\$ 1.26	Local	F, E	X	Short (RFTA)	L				\$1,259,000 estimated total capital costs and \$550,000 annual operating costs for Glenwood Springs and Carbondale. RFTA has committed to \$100,000 annually, minimum, for up to 5 years. Regional costs need to be determined.
101	T-137	3	IM	RFTA	RFTA Integrated Transit System Plan		Real-time Vehicle Info / Aspen dynamic parking	Real-time vehicle and bus travel time information, combined with dynamic parking pricing in Aspen		Garfield, Pitkin	\$ 2.50	\$ 2.50		E		Medium (RFTA)	R, L				
102	T-138	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan		Breckenridge - Gondola lots Parking/Transit Station	Mixed-use parking structure/transit station Gondola lots	Breckenridge	Summit	\$ 21.00	\$ 21.00		F	X	Mid					
103	T-139	3	IM	RFTA	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		Regional Bus Stop improvements (SH-82 & I-70)	6 high priority stops identified by RFTA		Garfield, Pitkin, Eagle	\$ 3.00	\$ 3.00		F	X	Short (RFTA)	R, L				
104	T-140	3	IM	Town of Parachute	Intercity and Regional Bus Plan		SH 6 and 24, Parachute Main Street Streetscape Improvements	SH 6 and 24 Main Street Streetscape Improvements	Parachute	Garfield	\$ 0.90	\$ 0.90		I	X	Mid					
105	T-141	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan		Snowmass bus storage facility	Snowmass bus storage facility	Snowmass	Pitkin	\$ 9.00	\$ 9.00		F	X	Mid					
106	T-142	3	IM	Town of Snowmass Village	Intermountain Regional Transit Plan;		Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	Snowmass	Pitkin				F	X						
107	T-143	3	IM	RFTA	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		Brush Creek PNR Enhancements for UVMS Enhancements	Costs are for UVMS enhancements at Brush Creek to accommodate upgrades needed for BRT and includes design, construction, and contingency. Cost for LRT enhancements range from \$36.4M for an elevated platform to \$87.7M that includes support facilities.	Brush Creek	Pitkin	\$ 38.90	\$ 38.90		F	X	Mid	R, L				
108	T-144	3	IM	Pitkin County	Intermountain Regional Transit Plan		Terminal connection to Velocirfta BRT	Terminal connection to BRT		Pitkin	\$ 4.00	\$ 4.00		F	X	Mid	R, L				
109	T-145	3	IM	Pitkin County; RFTA	RFTA Integrated Transit System Plan		Buttermilk & Velocirfta BRT pedestrian crossing	Buttermilk pedestrian crossing Velocirfta BRT pedestrian crossing	Aspen	Pitkin	\$ 8.00	\$ 8.00		I	X	Short (RFTA)	R, L			X	
110	T-146	3	IM	City of Glenwood Springs; RFTA	RFTA Integrated Transit System Plan		Glenwood Springs - 27th street & Velocirfta BRT pedestrian crossing	27th street pedestrian crossing Velocirfta BRT pedestrian crossing	Glenwood Springs	Garfield	\$ 12.00	\$ 12.00		I	X	Short	R, L			X	
111	T-147	3	IM	RFTA	Intermountain Regional Transit Plan; Intercity and Regional Bus Plan		New Castle PnR - SH6 & Burning Mountain	Long term 10-20 year, expand surface parking to west, structure existing surface parking 120 spaces	New Castle	Garfield	\$ 1.80	\$ 1.80		F	X	Long (RFTA)					
112	T-148	3	IM	City of Aspen	Intermountain Regional Transit Plan;		Rubey Park transit facility renovation		Aspen	Pitkin	\$ 4.60	\$ 4.60		F	X	Short	R, L				
113	T-149	3	IM	Pitkin County	Intermountain Regional Transit Plan;		BC/SH82 Intersection corrections			Pitkin	\$ 3.00	\$ 3.00		I	X	Short					
114	T-150	3	IM	Pitkin County	Intermountain Regional Transit Plan;		Transit Guideway - Aspen to Snowmass Village	Transit Guideway - Aspen to Snowmass Village, via Owl Creek Road or other corridor	Aspen	Pitkin				I	X		L			X	
115	T-151	3	IM	RFTA	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		RFTA Employee Housing and CMF Office Projects	Housing rehabilitation and expansion		Garfield	\$ 32.35	\$ 32.35	P3 alternatives	F	X	Medium (RFTA)	R, L				
116	T-152	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Retrofit Bus Barn Garage Doors	Retrofit garage doors on existing bus barn to accommodate 102" wide buses	Breckenridge	Summit	\$ 0.27	\$ 0.27		F	X	Short					
117	T-153	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Horizontal People Mover Phase I	Horizontal People Mover Phase I - from Gondola Town Base south to Village	Breckenridge	Summit				I	X					X	
118	T-154	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Horizontal People Mover Phase II	Horizontal People Mover Phase II - from Village to Ice Rink	Breckenridge	Summit				I	X					X	
119	T-155	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Horizontal People Mover Phase III	Horizontal People Mover Phase III - from Gondola Town Base north to McCain Parking	Breckenridge	Summit				I	X					X	
120	T-156	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Horizontal People Mover Phase IV	Horizontal People Mover Phase IV - from McCain Parking to Farmer's Corner (AGS stop someday)	Breckenridge	Summit				I	X					X	
121	T-157	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		McCain Parking/Transit Station	Mixed-use parking structure/transit station at McCain property	Breckenridge	Summit	\$ 11.00	\$ 11.00		F	X						
122	T-158	3	IM	Town of Breckenridge	Intermountain Regional Transit Plan;		Gondola Lots Parking/Transit Station	Mixed-use parking structure/transit station at Gondola lots	Breckenridge	Summit	\$ 21.00	\$ 21.00		F	X						
123	T-159	3	IM	CDOT, RFTA, ECO Transit	Intermountain Regional Transit Plan; RFTA Integrated Transit System Plan		Glenwood Springs to Eagle Regional Service	Regional Transit Service from Glenwood Springs to Gypsum/Eagle 7 days/week, 16 trips/day	TPR-Wide	Garfield, Eagle	\$ 2.33	\$ 2.33		S	X	Medium (RFTA)	R				\$ .772m annual Operation cost
124	T-160	3	IM	RFTA	RFTA Integrated Transit System Plan		In-line Station for Expanded BRT		Glenwood Springs	Garfield	\$ 0.25	\$ 0.25		F		Medium (RFTA)	R, L				

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125	T-161	3	IM	RFTA	RFTA Integrated Transit System Plan		UVMS BRT Transit from Brush Creek Intercept Lot to Aspen	Build preferred alignment, dedicated bus lanes, station improvements	Aspen	Pitkin	\$ 164.00	\$ 164.00	Local, Grants	I	X	Medium (RFTA)	L				
126	T-162	3	IM	RFTA	RFTA Integrated Transit System Plan		UVMS BRT Transit from Brush Creek Intercept Lot to Aspen - Electrification	Short-term alternative - replace current buses with EV	Aspen	Pitkin	\$ 26.78	\$ 26.78	Local, Grants	S	X	Short (RFTA)	L		X		
127	T-163	3	IM	RFTA	RFTA Integrated Transit System Plan		UVMS BRT Transit from Brush Creek Intercept Lot to Aspen - Autonomous Control	Retrofit buses to Autonomous Control	Aspen	Pitkin	\$ 9.62	\$ 9.62	Local, Grants	S	X	Long (RFTA)	L				
128	T-164	3	IM	RFTA	RFTA Integrated Transit System Plan		Expanded Basalt Circulators	Assumes 365 days and Modified Linked Basalt Route	Basalt	Pitkin	\$ 0.96	\$ 0.96		S		Short (RFTA)	L				1223022 ops
129	T-165	3	IM	Garfield County	RFTA Integrated Transit System Plan		Expanded Parachute Circulators	Project is outside RFTA jurisdiction	Parachute	Garfield	\$ 1.34	\$ 1.34		S		Short (RFTA)	L				1,397,840 Ops
130	T-166	3	IM	Garfield County	RFTA Integrated Transit System Plan		Expanded Rifle Circulators	Project is outside RFTA jurisdiction	Rifle	Garfield	\$ 1.64	\$ 1.64		S		Short (RFTA)	L				909,140/yr Ops
131	T-167	3	IM	Garfield County	RFTA Integrated Transit System Plan		Expanded Silt Circulators	Project is outside RFTA jurisdiction	Silt	Garfield	\$ 0.95	\$ 0.95		S		Short (RFTA)	L				948,560/yr Ops
132	T-168	3	IM	RFTA	RFTA Integrated Transit System Plan		Expanded New Castle Circulators		New Castle	Garfield	\$ 0.75	\$ 0.75		S		Short (RFTA)	L				948,560/yr Ops
133	T-169	3	IM	RFTA	RFTA Integrated Transit System Plan		27th Street PnR Expansion	includes land acquisition	Glenwood Springs	Garfield	\$ 4.00	\$ 4.00		F		Short (RFTA)	L				
134	T-170	3	IM	RFTA	RFTA Integrated Transit System Plan		Willits Town Center PnR Expansion		Basalt	Pitkin	\$ 2.00	\$ 2.00		F		Short (RFTA)	L				
135	T-171	3	IM	RFTA	RFTA Integrated Transit System Plan		SH82/Two Rivers Rd PnR Expansion		Basalt	Pitkin	\$ 0.50	\$ 0.50		F		Short (RFTA)	L				
136	T-172	3	IM	RFTA	RFTA Integrated Transit System Plan		Parachute PnR Improvements	Short term - bus access (\$.1m); Long term - expand to 120 spaces (\$.5m)	Parachute	Garfield	\$ 0.60	\$ 0.60		F		Short (RFTA)	R, L				CDOT owned parcel? Bustang needed?
137	T-173	3	IM	RFTA	RFTA Integrated Transit System Plan		Snowmass Transit Center		Snowmass	Pitkin	\$ 11.00	\$ 11.00		F		Short (RFTA)	R, L				May be combined with Town of Snowmass Bus storage facility and/or Snowmass Village Bus Station
138	T-174	3	IM	RFTA	RFTA Integrated Transit System Plan		LOVA Trail - West Glenwood to Canyon Creek		Glenwood Springs	Garfield	\$ 15.00	\$ 15.00		I		Short (RFTA)	L		X		
139	T-175	3	IM	RFTA	RFTA Integrated Transit System Plan		23rd Street Pedestrian Crossing		Glenwood Springs	Garfield	\$ 8.00	\$ 8.00		I		Medium (RFTA)	L		X		
140	T-176	3	IM	RFTA	RFTA Integrated Transit System Plan		15th Street Pedestrian Crossing		Glenwood Springs	Garfield	\$ 8.00	\$ 8.00		I		Medium (RFTA)	L		X		
141	T-177	3	IM	RFTA	RFTA Integrated Transit System Plan		Bus Electrification of expansion CNG buses		Roaring Fork Valley	Garfield, Pitkin, Eagle	\$ 18.00	\$ 18.00		S		Short (RFTA)	R, L		X		
142	T-178	3	IM	RFTA	RFTA Integrated Transit System Plan		Terminal Charging at Glenwood Maintenance Facility		Glenwood	Garfield	\$ 12.00	\$ 12.00		E		Long (RFTA)	R, L		X		
143	T-179	3	IM	RFTA	RFTA Integrated Transit System Plan		AMF Phase 5: Construction of a 2-story addition	Cost estimate range is \$2.5M-\$3.5M	Aspen	Pitkin	\$ 3.50	\$ 3.50		F		Short (RFTA)	L				
144	T-180	3	IM	RFTA	RFTA Integrated Transit System Plan		AMF Phase 6: Construction of new parts rooms and mechanics storage	Cost estimate range is \$2M-\$3M	Aspen	Pitkin	\$ 3.00	\$ 3.00		F		Short (RFTA)	L				
145	T-181	3	IM	RFTA	RFTA Integrated Transit System Plan		AMF Phase 7: Construction of additional indoor bus storage space	Cost estimate range is \$4.5M-\$5.5M	Aspen	Pitkin	\$ 5.50	\$ 5.50		F		Long (RFTA)	L				
146	T-182	3	IM	RFTA	RFTA Integrated Transit System Plan		AMF Stage 8: Construction of a CNG compressor/fueling station	Cost estimate range is \$7M-\$9M	Aspen	Pitkin	\$ 9.00	\$ 9.00		F		Medium (RFTA)	L		X		
147	T-183	3	IM	RFTA	RFTA Integrated Transit System Plan		AMF Stage 9: Relining or replacement of fuel tanks	Cost estimate range is \$1M-\$3M	Aspen	Pitkin	\$ 3.00	\$ 3.00		F		Short (RFTA)	L				
148	T-184	3	IM	RFTA	RFTA Integrated Transit System Plan		Terminal Charging System at AMF		Aspen	Pitkin	\$ 12.00	\$ 12.00		E		Medium (RFTA)	L		X		
149	T-185	3	IM	RFTA	RFTA Integrated Transit System Plan		CNG Bus Replacements - Weekend BRT	CNG replacements for future Service Increases: Weekend BRT (Spring/Fall)	Roaring Fork Valley	Garfield, Pitkin, Eagle	\$ 2.20	\$ 2.20		S		Long (RFTA)	R, L		X		
150	T-186	3	IM	RFTA	RFTA Integrated Transit System Plan		CNG Bus Replacements - Glenwood 30 minute service	CNG replacements for future Service Increases: Continuous, 30-minute Valley service GWS in effect Monday-Friday during Spring, Fall and Fall Shoulder; and daily during Summer and Winter peak seasons.	Glenwood Spring	Garfield	\$ 2.10	\$ 2.10		S		Long (RFTA)	R, L		X		
151	T-187	3	IM	RFTA	RFTA Integrated Transit System Plan		CNG Bus Replacements - Snowmass Village on Brush Creek Rd	CNG replacements for future Service Increase: Better service to Snowmass Village on Brush Creek	Glenwood Spring	Garfield	\$ 0.50	\$ 0.50		S		Long (RFTA)	R, L		X		
152	T-188	3	IM	RFTA	RFTA Integrated Transit System Plan		CNG Bus Replacements - Extended BRT 27th to downtown GWS	CNG replacements for future Service Increase: extending BRT from 27th Street to downtown GWS and operating the Valley local buses on Highway 6/24.	Glenwood Spring	Garfield	\$ 1.40	\$ 1.40		S		Long (RFTA)	R, L		X		
153	T-189	3	IM	RFTA	RFTA Integrated Transit System Plan		CNG Bus Replacements - Year-round Grand Ave Bridge Service	CNG replacements for future Service Increase: Continuation of Grand Ave Bridge Service on year-round basis	Glenwood Spring	Garfield	\$ 5.30	\$ 5.30		S		Short (RFTA)	R, L		X		
154	T-190	3	IM	RFTA	RFTA Integrated Transit System Plan		Aspen Airport Connection	Cost estimate for underground walkway and airport station for BRT = \$13.5M; underground walkway and airport station for LRT = \$17M; diverting LRT from SH-82 to connect at Airport Terminal = \$21.6M	Aspen	Pitkin	\$ 38.60	\$ 38.60		I		Medium (RFTA)	L			X	
155	T-191	3	NW	Steamboat Springs Transit	Northwest Regional Transit Plan; Intercity and Regional Bus Plan		Hayden PnR	Build a park-n-ride facility for the Steamboat Springs-Craig regional bus service in Hayden and ICB Salt Lake to Denver	Hayden	Routt	\$ 1.50	\$ 1.50		F	X	Mid	R, L				
156	T-192	3	NW	City of Steamboat Springs Transit (SST)	Northwest Regional Transit Plan		Steamboat Springs transit facility improvements	Remodel existing transit facilities to increase storage and improve efficiency	Steamboat Springs	Routt	\$ 2.00	\$ 2.00		F	X		L				
157	T-193	3	NW	Grand County	Northwest Regional Transit Plan		Winter Park/Fraser Valley Service Improvements	Form a county-wide transit board in Grand County and develop a year-round fixed-route transit service for the Winter Park-Fraser Valley area / Grand County.	Winter Park/Fraser Valley	Grand	\$ 2.62	\$ 2.62		S	X	Short	L				
158	T-194	3	NW	Steamboat Springs Transit	Northwest Regional Transit Plan		Western Steamboat Springs Transit Service	Expand Steamboat Springs Transit service into western Steamboat Springs (known as Steamboat II).	Steamboat Springs	Routt	\$ 0.40	\$ 0.40		S	X	Short	L				

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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes	
159	T-195	3	NW	Steamboat Springs Transit	Northwest Regional Transit Plan		Expand Steamboat Springs Transit Fleet	Expand Steamboat Springs Transit fleet with 4 Diesel/Electric Hybrid buses.	Steamboat Springs	Routt	\$ 2.40	\$ 2.40		S	X	Short	L		X			
160	T-196	3	NW	Steamboat Springs Transit	Northwest Regional Transit Plan		Transit Facilities remodel	Remodel existing transit facilities to increase storage and improve efficiency	Steamboat Springs	Routt	\$ 1.00	\$ 1.00		F	X	Long	L					
161	T-197	3	NW	Steamboat Springs Transit	Northwest Regional Transit Plan		Planning Study: Develop BRT routes to remote parking lots	Develop bus rapid transit routes to incorporate remote parking lots with high traffic areas	Steamboat Springs	Routt	\$ 0.25	\$ 0.25		P	X	Short	L					
162	T-198	3	GuV	Mountain Express	Gunnison Valley Regional Transit Plan		Maintenance Facility Expansion	Need to replace or add on to current maintenance facility	Crested Butte	Gunnison				F	X	Mid	L					
<b>TOTAL Region 3</b>																						
163	T-210	4	DA	CDOT	Intercity and Regional Bus Plan		Carbon Valley (SH52 / I-25) Park-n-Ride			Weld	\$ 1.00	\$ 2.00		F	X		IR, R, L				CDOT contribution to construction of Park-n-Ride in the Carbon Valley.	
164	T-211	4	DA	CDOT	Intercity and Regional Bus Plan	North I-25 EIS; Northwest Area Mobility Study	SH119 / Longmont Expansion Park-n-Ride	Park and Rides adjacent north exit and south entrance ramps	SH119	Weld	\$ 2.00	\$ 2.00		F	X	#1 (RTD)	IR, R, L					
165	T-212	4	DA	CDOT	Intercity and Regional Bus Plan	North I-25 EIS	SH7 / Broomfield/Thornton Park-n-Ride	SH7 within I-25 median	SH7	Adams	\$ 10.00	\$ 10.00		F	X		IR, R, L					
166	T-213	4	DA	RTD		Northwest Area Mobility Study	US 287 Arterial BRT Corridor	Intercity Rapid Transit Corridor	Broomfield-Longmont	Broomfield, Boulder				I			IR, R, L					
167	T-214	4	DA	RTD		Northwest Area Mobility Study	South Boulder Road Arterial BRT Corridor	Intercity Rapid Transit Corridor	Lafayette-Boulder	Boulder				I			IR, R, L					
168	T-215	4	DA	RTD		Northwest Area Mobility Study	SH 42 Arterial BRT Corridor	Intercity Rapid Transit Corridor	Broomfield-Louisville	Boulder, Broomfield				I			IR, R, L					
169	T-216	4	DA	RTD		Northwest Area Mobility Study	SH 7 Arterial BRT Corridor	Intercity Rapid Transit Corridor	Brighton-Boulder	Boulder, Adams				I			IR, R, L					
170	T-217	4	DA	RTD		Northwest Area Mobility Study	SH 119 Arterial BRT Corridor	Intercity Rapid Transit Corridor	Boulder-Longmont	Boulder				I			IR, R, L					
171	T-218	4	EA	ECCOG, Elbert County	Eastern Regional Transit Plan		Elbert County Shuttle Service and Park and Ride	Provide daily shuttle service in Elbert County (Elizabeth/Kiowa) and a park-and-ride. Weekday service; 1 daily round trip. 2,080 hours/year.		Elbert	\$ 0.65	\$ 0.65		F, S	X	1-6 Years	R, L					
172	T-219	4	NFR	CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan		Harmony Rd. Park-n-Ride Expansion	Expansion of existing Harmony Rd. Park-n-Ride at I-25.	Harmony Rd	Larimer	\$ 2.50	\$ 2.50		F	X		IR, R, L					
173	T-220	4	NFR	CDOT	Statewide 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.		Larimer	\$ 2.00	\$ 2.00		F	X		IR, R, L					
174	T-221	4	NFR	CDOT, Loveland, Greeley	Intercity and Regional Bus Plan	North I-25 EIS	Loveland-Kendall Parkway Park-n-Ride	Relocation of the US34 Park & Ride north to Kendall Parkway in conjunction with Bus-Only Slip Ramps	Kendall Pkwy	Larimer	\$ 15.00	\$ 20.00	\$5m SB228	F	X		IR, R, L				McWhinney possibly to own/maintain with permanent easement to CDOT covered ramps; Fiber included, VMS to be determined; Needs long-term commitment for convenient access should capacity needs expand (vertically)	
175	T-222	4	NFR	CDOT	Intercity and Regional Bus Plan	North I-25 EIS	Hwy 56 / Berthoud Park-n-Ride		Hwy56	Weld	\$ 10.00	\$ 10.00		F	X		IR, R, L					
176	T-223	4	NFR	City of Loveland/COLT			COLT North Transfer Station for FLEX service		Loveland	Larimer	\$ 2.00	\$ 2.86		F			R, L					
177	T-224	4	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		Foothills Station	Construction of a transfer center on the CSU Foothills Campus to provide more efficient service and facilitate transfers along a high ridership corridor.	Fort Collins	Larimer	\$ 1.50	\$ 2.50	CSU land; City of Fort Collins match	F			L					
178	T-225	4	NFR	Transfort	West Elizabeth Enhanced Travel Corridor Plan		West Elizabeth Corridor BRT	Implement highest-priority, high demand corridor with Bus Rapid Transit service	Fort Collins	Larimer	\$ 17.00	\$ 20.00	City of Fort Collins Street Oversizing & Ped Funds	I			L					
179	T-226	4	NFR	Transfort	Transfort Strategic Operating Plan		North College High Frequency Service	Implement high frequency service and enhanced stops in the North College corridor.	Fort Collins	Larimer	\$ 10.00	\$ 10.00		S			L					
180	T-227	4	NFR	Transfort	Mason Corridor Plan		MAX Harmony Station Park-n-Ride	Construction of a new 100-200 space Park-n-Ride along the MAX BRT at Harmony Station.	Fort Collins	Larimer	\$ 2.50	\$ 5.00	Private funding, local TIF as match	F			L					
181	T-228	4	NFR	Transfort	Mason Corridor Plan		MAX Drake Station Park-n-Ride	Construction of a new 250 space Park-n-Ride structure along the MAX BRT at the Drake Station.	Fort Collins	Larimer	\$ 2.75	\$ 6.25	Private funding, local TIF as match	F			L					
182	T-229	4	NFR	Transfort	Mason Corridor Plan		MAX Horsetooth Park-n-Ride	Construction of a new 200 space Park-n-Ride along the MAX BRT at the Horsetooth Station.	Fort Collins	Larimer	\$ 2.50	\$ 5.00	Private funding, local TIF as match	F			L					
183	T-230	4	NFR	Transfort	Transfort Strategic Operating Plan		Wellington to Fort Collins Regional Service	Essential Bus Service from Wellington to Fort Collins 2 days per week, 5 trips per day	Fort Collins	Larimer	\$ 0.45	\$ 0.50	Local match	S			L					
184	T-231	4	NFR	Transfort	Downtown Plan; Transfort Strategic Operating Plan; Lincoln Corridor Plan		Downtown Circulator	Route to provide service between Downtown, Lincoln Corridor, and CSU.	Fort Collins	Larimer	\$ 0.50	\$ 0.75	Local match	S			L					
185	T-232	4	NFR	Transfort	Transfort Strategic Operating Plan		Berthoud FLEX Park-n-Ride	Provide a Park-n-Ride along US 287 for FLEX regional service	Berthoud	Larimer	\$ 0.45	\$ 0.50	Local match	F			L					
186	T-233	4	UFR	BATS	Upper Front Range Regional Transit Plan		Berthoud Bus Facility	Berthoud Area Transit System (BATS)	Berthoud	Larimer	\$ 0.40	\$ 0.40		F	X	Short	L					
187	T-234	4	UFR	Upper Front Range TPR, NECALG, Town of Estes Park, Via Mobility Services	Upper Front Range Regional Transit Plan		Expand NECALG Service	Expand service levels and infrastructure for Northeastern Colorado Association of Local Governments (NECALG), the Town of Estes Park, and Via Mobility Services within their respective service areas, as funds become available.		Weld, Larimer, Boulder	\$ 0.25	\$ 0.25		S	X	Present-2030	IC, R, L					
<b>TOTAL Region 4</b>																						
											\$ 83.45	\$ 103.16										

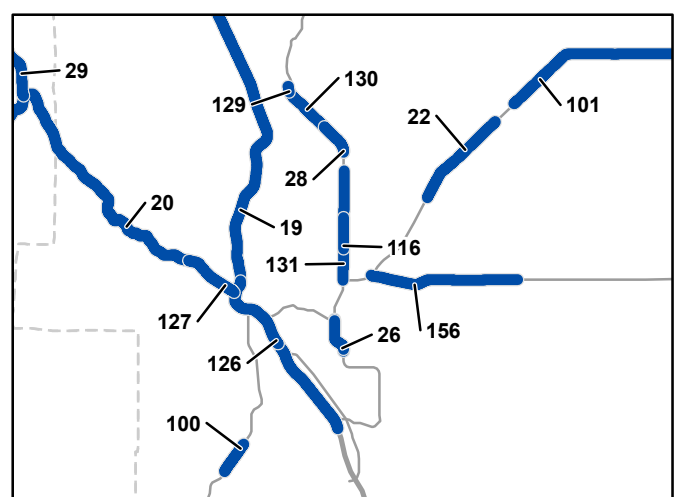
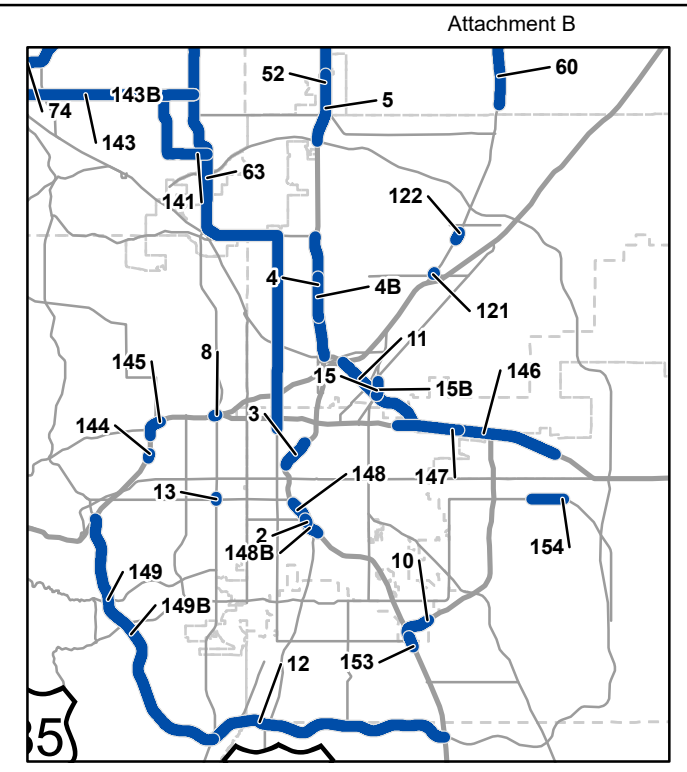
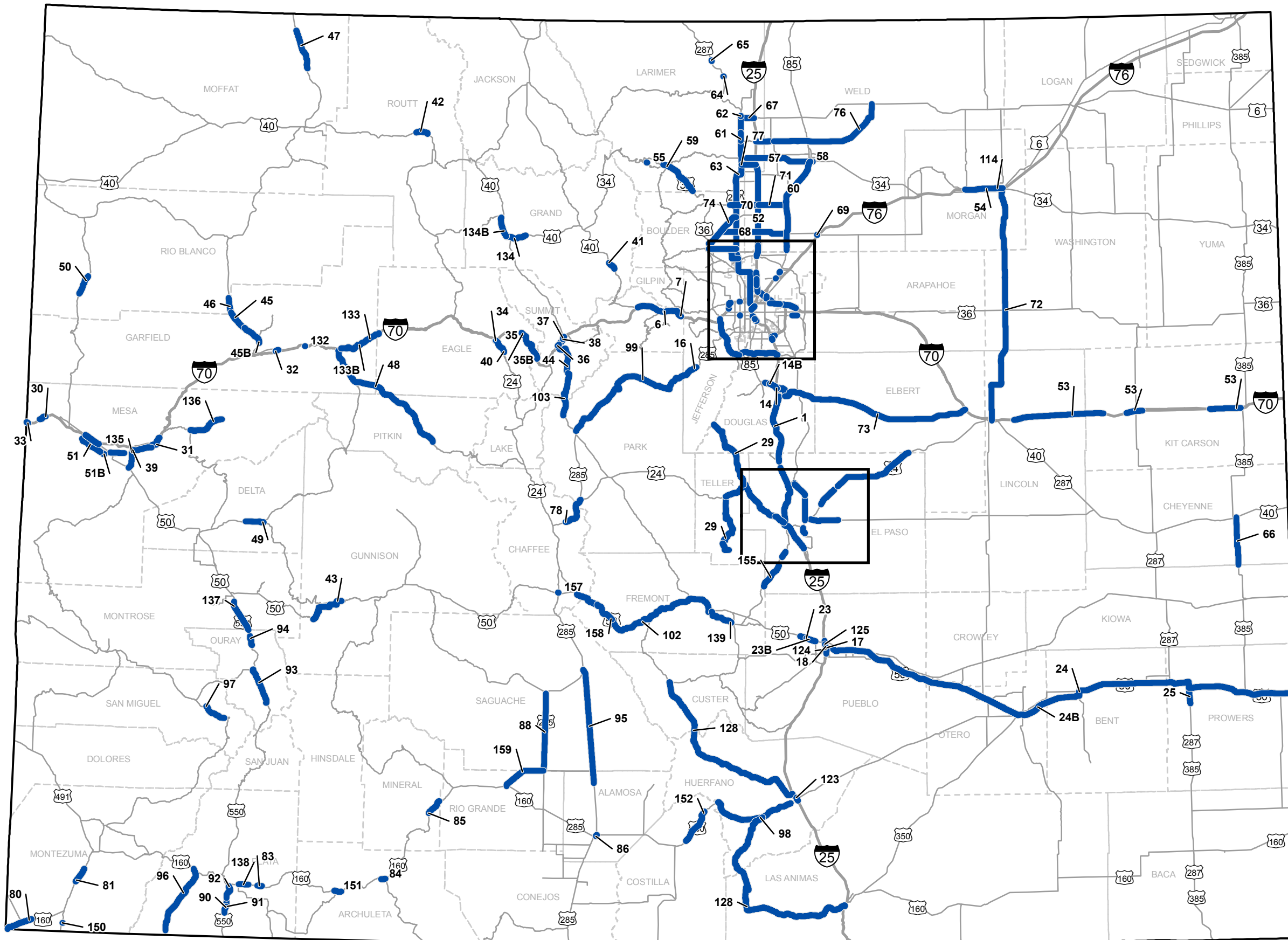


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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes	
188	T-260	5	GuV	GV TPR	Gunnison Valley Regional Transit Plan		Nucla/Naturita PnR	Construct a PnR in Nucla/Naturita area	Nucla/Naturita	Montrose				F	X	Short	R, L					
189	T-261	5	GuV	Town of Telluride	Gunnison Valley Regional Transit Plan		Telluride - Bus Stop and PnR Improvements	Need more and safer bus pullouts and park and rides	Telluride	San Miguel				F	X	Short	R, L					
190	T-262	5	GuV	Town of Telluride	Gunnison Valley Regional Transit Plan		Telluride - Facility expansion and remodel	Remodel and expand facilities	Telluride	San Miguel	\$ 0.50	\$ 0.50		F	X	Short	R, L					
191	T-263	5	GuV	Town of Mountain Village	Gunnison Valley Regional Transit Plan		Mtn Village - Gondola parking and maintenance facility	Add gondola parking and maintenance facility	Mtn Village	San Miguel	\$ 1.00	\$ 1.00		F	X	Short	L					
192	T-264	5	SLV	CDOT	San Luis Valley Regional Transit Plan; Intercity and Regional Bus Plan		Buena Vista - park and ride and intermodal facility	Buena Vista - park and ride and intermodal facility	Buena Vista	Chaffee	\$ 0.50	\$ 0.50		F	X		L					
193	T-265	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan; Intercity and Regional Bus Plan		Salida - park and ride and storage facility	Salida - park and ride and storage facility	Salida	Chaffee				F	X							
194	T-266	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan; Intercity and Regional Bus Plan		Alamosa - Establish park and ride at Loaf-n-Jug site	Establish park and ride at Loaf-n-Jug site	Alamosa	Alamosa				F	X							
195	T-267	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan		Blanca PnR	Establish park and ride and intermodal facility in Blanca	Blanca	Costilla				F	X	Short	R, L			X		
196	T-268	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan		Fort Garland PnR	Establish park and ride in Fort Garland	Fort Garland	Costilla				F	X	Short	L					
197	T-269	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan		Conejos PnR	Establish park and ride, bus pull-out in Conejos	Conejos	Conejos				F	X	Short	L					
198	T-270	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan		Del Norte PnR and Bus Pullout	Establish park and ride, bus pull-out in Del Norte	Del Norte	Rio Grande				F, I	X	Short	L					
199	T-271	5	SLV	SLV TPR	San Luis Valley Regional Transit Plan		Monte Vista PnR and Bus Pullout	Establish park and ride, bus pull-out in Monte Vista	Monte Vista	Rio Grande				F, I	X	Short	L					
200	T-272	5	SLV	TPR	San Luis Valley Regional Transit Plan		Alamosa Demand-Response Service	Develop a demand response service available to the general public focused on Alamosa with connections to adjacent counties.	TPR-wide	Alamosa	\$ 0.38	\$ 0.38		S	X	4-6 Years						
201	T-273	5	SW	Archuleta County	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		Pagosa Springs Transportation Center	Build a Transportation Center in Pagosa Springs	Pagosa Springs	Archuleta				F	X	Short						
202	T-274	5	SW	Southern Ute Community Action Programs, CDOT	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		SUCAP Bus Barn	Build Bus Barn to shelter Bustang/Outrider and other buses	Durango	La Plata	\$ 0.50	\$ 0.50		F	X	Short						
203	T-275	5	SW	Dolores	Southwest Regional Transit Plan		Dolores Bus/Vehicle Shelter	Build bus/vehicle shelter	Dolores	Montezuma				F	X	Short						
204	T-276	5	SW	Dolores County Senior Services	Southwest Regional Transit Plan		Dolores Central bus/dispatch center	Central bus shelter with dispatch office	Dolores	Montezuma	\$ 0.25	\$ 0.25		F	X	Short						
205	T-277	5	SW	Archuleta County	Southwest Regional Transit Plan		Archuleta Co PnR	Establish park and ride utilizing existing parking infrastructure where possible		Archuleta				F	X	Short (priority)						
206	T-278	5	SW	Cortez	Southwest Regional Transit Plan; Intercity and Regional Bus Plan		Cortez PnR	Establish park and ride utilizing existing parking infrastructure where possible	Cortez	Montezuma				F	X	Short (priority)						
207	T-279	5	SW	Dolores	Southwest Regional Transit Plan		Dolores PnR	Establish park and ride utilizing existing parking infrastructure where possible	Dolores	Montezuma				F	X	Short						
208	T-280	5	SW	Bayfield	Southwest Regional Transit Plan		Bayfield PnR	Establish park and ride utilizing existing parking infrastructure where possible	Bayfield	La Plata				F	X	Short						
209	T-281	5	SW	City of Durango	Southwest Regional Transit Plan		Multi Modal Transportation Master Plan connectivity projects	Implement connectivity projects in the Multi Modal Transportation Master Plan (connecting transit, bicycle, pedestrian facilities)	Durango	La Plata	\$ 15.00	\$ 15.00		I	X	Long	L			X		
210	T-282	5	SW	Montezuma Senior Services	Southwest Regional Transit Plan		Montezuma Maintenance Facility			Montezuma	\$ 1.00	\$ 1.00		F	X	Long						
<b>TOTAL Region 5</b>																						
											\$ 19.13	\$ 19.13										

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LINE	Project ID	CDOT Region	TPR	Sponsor(s)	Plan Source(s)	Study	Project Name	Project Description	Location	Counties	Funding Need	Funding Total	Other Funding Sources	TYPE: Planning, Facility, Infra, Equip, Service (Bus)	Included in 2040 Plan	Priority	Service Type (IC, IR, R, L)	RAIL	Alt Fuels Project	Multi-Modal	General Notes		
211	T-300	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks Central Corridor Extension		Denver Metro	Denver metro	\$ 150.00	\$ 150.00		I	X		R, L	X					
212	T-301	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks North Metro Completion		Denver Metro	Denver metro	\$ 290.00	\$ 290.00		I	X		R, L	X					
213	T-302	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks Northwest Rail		Denver Metro	Denver metro	\$ 1,600.00	\$ 1,600.00		I	X		R, L	X					
214	T-303	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks Southwest Extension		Denver Metro	Denver metro	\$ 180.00	\$ 180.00		I	X		R, L	X					
215	T-304	1	DA	RTD	DRCOG MVRTP Transit Coordinated Plan		Rail Maintenance Facilities	New Light Rail Satellite, New Commuter Rail Satellite	Denver Metro	Denver metro				F	X		R, L	X					
216	T-305	2	PB, SE, SC	Colfax Co, NM	TIGER 9 Application 2017		Southwest Chief; Rehab of Track segments Kansas - New Mexico	Local match for TIGER grant		Las Animas, Otero, Bent	\$ 18.00	\$ 27.00	\$1m CDOT; \$8 other DOTs, BNSF, Amtrak, local	I	X		IC, IR, R	X		X			
217	T-306	2	PB, SE, SC	Pueblo	Front Range Rail Commission		Southwest Chief: La Junta - Pueblo track improvements		Otero, Pueblo		\$ 60.00	\$ 60.00		I			IC, IR, R	X		X			
218	T-307	4	DA, NFR	CDOT	North I-25 Final Environmental Impact Statement ROD: North I-25 Commuter Rail Update	North I-25 FEIS ROD	Denver-Fort Collins Commuter Rail	Denver-Fort Collins Commuter Rail; South Ft. Collins to 162nd & Colorado Station	Denver-Fort Collins	Denver, Adams, Weld, Larimer	\$ 1,200.00	\$ 1,200.00		I			IR, R, L	X			Alignment would continue from end of Fastracks North Metro line and travel through Longmont and Loveland before arriving in Fort Collins (detailed stop locations included in plan)		
219	T-308	4	NFR	Amtrak	NFRMPO 2040 RTP Regional Transit Element		Amtrak Pioneer Route	Seattle-Denver route via Laramie, WY and Greeley, CO	Seattle-Denver	Various				I	X		IC	X					
220	T-309	1, 2, 4	PP, PB, DA, NFR	CDOT		Interregional Connectivity Study	Planning Study: Front Range Commuter Rail Service Development Plan			Various	\$ 1.00	\$ 1.00		P			IC, IR, R	X		X			
221	T-310	1, 2, 4	PP, PB, DA, NFR	CDOT		Interregional Connectivity Study	Planning Study: Front Range Commuter Rail - Tier EIS			Various	\$ 10.00	\$ 10.00		P			IC, IR, R	X		X			
222	T-311	1, 4	DA	RTD	North I-25 Commuter Rail Update	I-25 North EIS and Phased ROD	North I-25 Commuter Rail (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.		Denver, Adams, Weld, Larimer	\$ 38.00	\$ 38.00		I			IC, IR, R	X					
<b>TOTAL Rail</b>											<b>\$ 3,547.00</b>	<b>\$ 3,556.00</b>											
<b>TOTAL Transit Development Program</b>											<b>\$ 6,046.64</b>	<b>\$ 6,158.57</b>											

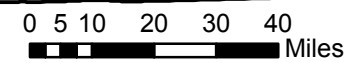


In addition to the highway projects displayed, there are statewide projects within the Development Program including the areas of asset management, technology, transit, and ADA.

Data Source: CDOT 2016/17  
 Created: January 2018  
 www.coloradodot.info



## Development Program Working Draft (Capacity Projects)







# COLORADO

## Department of Transportation

Division of Transit & Rail

4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222

**DATE:** January 26, 2018  
**TO:** Statewide Transportation Advisory Committee (STAC)  
**FROM:** Michael Snow, Transit Infrastructure Specialist, Division of Transit and Rail  
**SUBJECT:** Transit Development Program

### Purpose

The purpose of this memorandum is to present an update to the Transit Element of the Development Program and related project planning activities.

### Background

The Division of Transit and Rail (DTR) has sought to strengthen its support and leadership in effective and proactive transit and rail planning in Colorado through the creation of a comprehensive Transit Development Program (TDP). The TDP is an inventory of capital project needs throughout the state for which there is not an identified source of funding. Similar to the Highway Element of the Development Program, this planning tool seeks to identify and prioritize Colorado's transit and rail capital needs so as to effectively plan for and respond to future funding opportunities.

Previous draft versions of the TDP were bound by DTR's role as a pass-through entity, whereby it administers FTA (federal) and FASTER (state) transit program awards for projects identified and sponsored by local transit agencies. For this reason, it included projects identified in Rural Regional Transit Plans and the Statewide Transit Plan, but NOT projects in metropolitan areas, which were generally omitted since transit agencies in these areas receive federal funds directly from the federal government. The reality is, however, that Colorado's capital transit needs (\$6 billion has identified in the TDP) are vastly greater than what is available in Federal and State programs and any likely new funding program would have to be significantly greater than our current funding programs to begin addressing its priority projects. Recent and future potential transportation funding initiatives, including SB 17-267 and the potential 2018 Ballot Initiative, bring significant amounts of new funding that will require cooperative statewide planning to properly dedicate their use.

For this reason, the TDP has been expanded to provide broad support for statewide transit and rail planning. This new resulting TDP is significantly larger in number and total estimated cost than the previous version in that DTR has since reached out to urban agencies in addition to rural agencies to identify statewide capital project needs.

### Details

The TDP contains capital projects with an estimated cost of \$250,000 or greater, along with a handful of planning projects whose purpose is generally to identify or clarify scope and feasibility of needed capital projects. Vehicle capital costs are included only when they are associated with a specific expansion of transit services or routes. Not included in the TDP are Operational costs or projects nor does it include Asset Management projects, which encompasses vehicle replacements and repair or maintenance of existing facilities. The current TDP inventory, which is included in your STAC agenda packet along with the existing Highway Development Program, contains roughly 222 projects, representing over \$6 Billion in transit and rail funding need statewide. You'll find the projects contained in the TDP categorized as the following types:

- Planning/studies (P)
- Facilities (F) - Ex. structures, parking and passenger facilities, etc.
- Equipment (E) - Ex. ITS, technical equipment, signage, kiosks, etc.
- Infrastructure (I) - Ex. permanent roadway, guideway, or rail features, such as BRT lanes, etc.
- Service Expansions (S) - Ex. standard buses, bus stops, etc.

The purpose of the TDP is not intended as a means to prioritize capital projects that typically compete in DTR's annual Consolidated Capital Call for Projects (CCCP), nor does a project have to be identified in the TDP to be eligible for a grant through the CCCP. The \$250,000 threshold has been set because DTR's statewide capital



awards program consists of only about \$15-16 million annually, and larger projects of \$250,000 or more often cannot be funded fully.

It's important to note, this draft TDP inventory is not complete and should not yet be interpreted as a comprehensive list of project needs nor as an indicator of statewide priorities or likelihood of any certain projects being funded. Projects currently listed are local priorities identified in Statewide or Regional Transit Plans, special transit or rail plans, or Local transportation plans and studies. As our outreach continues, planning organizations and transit agencies will have opportunity to identify additional projects and to reflect more accurate project scope, costs, project details and priorities. A number of capital projects identified in transit plans had no given cost estimate but are still listed. As development of the TDP continues in coordination with TPRs, MPOs and transit stakeholders, these projects will either be further defined or removed until locally prioritized through planning processes.

#### **Input Requested**

DTR is seeking feedback and comments today regarding the purpose, contents and structure of the TDP as we continue outreach for information on project details and additional projects beyond what has been identified to date.

#### **Next Steps**

The SB267 funding measure in 2017 and potential funding initiatives in 2018 are a constant reminder of the need to identify and prioritize Colorado's vast Transit & Rail investment needs. Future work on the TDP will demand statewide engagement in a process to identify and prioritize transit and rail projects.

DTR requests STAC members, transit, rail and planning stakeholders help to refine the project information in this draft TDP and to prepare your constituencies for future conversations about priorities. DTR and other CDOT staff will be attending TPR and MPO meetings during winter and spring to discuss transit and rail topics and seek input on the content and priorities in the program. Subsequent discussions will be brought before the STAC and TRAC with the approximate goal of defining a priority subset of the TDP.

In the meantime, I invite you to reach out to me directly with comments, questions or input - Michael Snow, [Michael.snow@state.co.us](mailto:Michael.snow@state.co.us), 303-512-4123.

