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Statewide Transportation Improvement Program

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DRAFT FY2023 – FY2026
Statewide Transportation Improvement Program
Public Review and Comment

The Draft FY2023 – FY2026 STIP is open for public comment. Please submit your comments to:

Jamie Collins, STIP Manager
Division of Transportation Development
Colorado Department of Transportation
2829 W. Howard Pl., 4th Floor
Denver, Colorado 80204

Or by email:

jamie.collins@state.co.us

There will be a STIP Public Hearing with the
Colorado Transportation Commission
on April 21, 2022 at 9:00 a.m.

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

**All comments on the Draft FY2023 – FY2026 STIP must be received by
Wednesday, May 11, 2022.**

Colorado

Statewide Transportation Improvement Program

Fiscal Years 2023 – 2026



DRAFT

April 6, 2022

Colorado Transportation Commission



COLORADO

Department of Transportation

Self-Certification

Statewide Transportation Improvement Program

SELF-CERTIFICATION OF THE FY2023 – FY2026 STIP

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

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

I hereby certify that the *FY2023 – FY2026 STIP* has met the above requirements.

Shoshana M. Lew, Executive Director
Colorado Department of Transportation

Date

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INTRODUCTION

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

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

This update of the STIP has been developed per the requirements included in the transportation authorization bill, Fixing America's Surface Transportation Act (FAST Act), while incorporating funding received from the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. As rules and guidance are established at the federal level in the coming months, they will be modified into CDOT policies and guidance.

Federal legislation requires a new STIP be developed at least every four years, containing a minimum four-year listing of Federal-Aid Projects, for FHWA and FTA approval. Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by FHWA and FTA. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.

This FY2023 – FY2026 STIP is also linked to the 10-Year Vision for Colorado's Transportation System which contains a specific list of projects categorized across five priority areas: Improving our Interstates, Relieving Traffic, Improving Rural Access Statewide, Rural Paving, and Road Condition and Maintenance. This list informs which projects move into the STIP as funding becomes available. The new STIP will be effective from July 1, 2022 through June 30, 2026 and will include FY2023 through FY2026 for the federally approved STIP.

OVERVIEW

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

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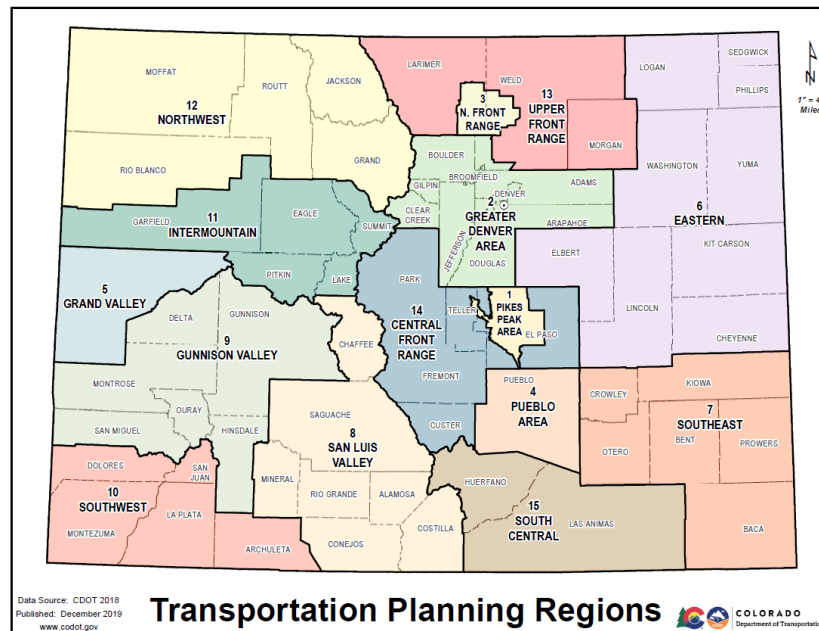
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STIP development provides a short-term program of projects that the Department plans to initiate or complete within a four-year time frame. The STIP is linked to the long-range SWP with designated planning corridors. The planning corridors detail the goals, objectives, and priorities articulated in the SWP. The planning corridors are aligned to specific highway segments throughout Colorado but cover multi-modal elements that are not restricted to the highway itself. For example, transit routes and bicycle/pedestrian elements can be included in a planning corridor but may not be located specifically on the highway itself. The SWP is generally updated every four years, along with revenue forecasts and Program Distribution.

STIP development includes detailed discussions with local planning partners, as well as with the rural TPRs and five Metropolitan Planning Organizations (MPOs). The *FY2023 – FY2026 STIP*, will be adopted in May 2022, and is a product of the outreach, goals and priorities set with the *2045 Statewide Transportation Plan (2045 SWP)*, which was adopted in the August, 2020.

STIP DEVELOPMENT

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

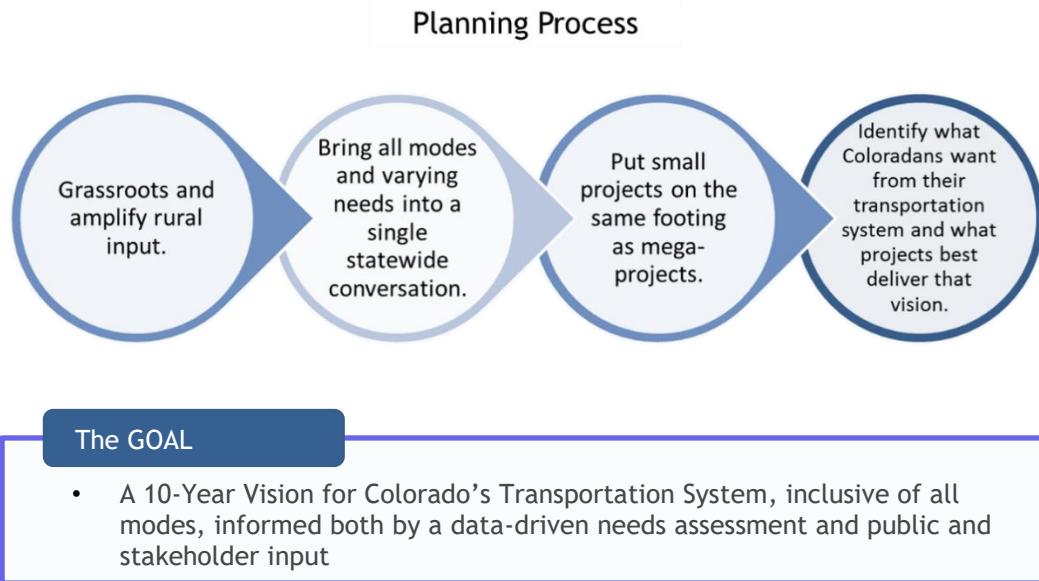


During the 4P, CDOT coordinates with all 15 TPRs, which includes five MPOs. Together, CDOT and the MPOs/TPRs agree upon identified priorities on a regional and statewide level. CDOT Regions conduct county level meetings, TPR meetings, and joint TPR meetings to arrive at a draft list of projects for the STIP. For this STIP update, CDOT Regions met with each TPR and MPO to discuss remaining and ongoing projects for fiscal years 2023 through 2025, as well as those being added for FY2026. These activities occur on an annual basis for each new STIP

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adoption. Additionally, during the fall of 2021 through early 2022, CDOT Planning Staff met with each TPR and MPO to review and update the list of projects included in the 10 Year Vision Plan. The updated 10 Year Plan is expected to be adopted by the Transportation Commission in July, 2022.



Projects selected for the STIP are required to be consistent with the SWP. In August 2020, the Transportation Commission adopted the 2045 SWP. The projects selected for the FY2023 – FY2026 STIP are consistent with the goals, objectives, and priorities that are laid out in the 2045 SWP.

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

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

TIP Development

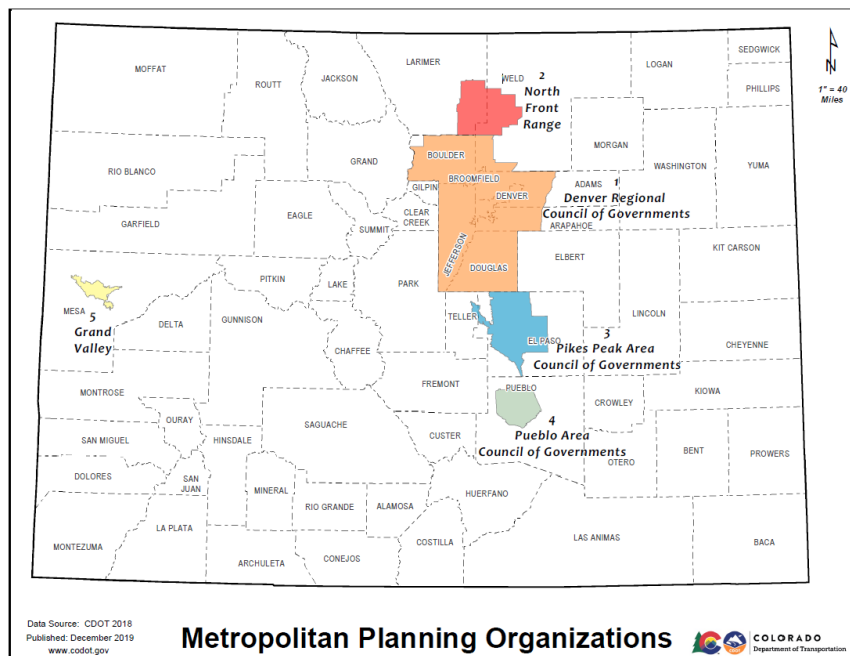
The five Metropolitan Planning Organizations in Colorado are in urban areas having populations greater than 50,000. Colorado’s MPOs are:

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

This map shows where the MPOs are located within Colorado.



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

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

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totals in a TIP document where it is shown individually in the STIP, or vice versa. The funding totals will be the same. Though each MPO follows its own specific process for TIP development, the projects selected are required to be consistent with their long-range RTPs.

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

Tribal TIP Development

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

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

Currently, there are no tribal funds allocated to projects on the state-managed transportation system. However, a copy of the 2021 Southwest Region TTIP can be found [here](#).

STIP Projects and Programs

Based on federal regulation, and in partnership with the MPOs and TPRs in the state, the FY2023 - FY2026 STIP includes Regionally Significant Projects and STIP Pools. These are defined as:

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

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

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



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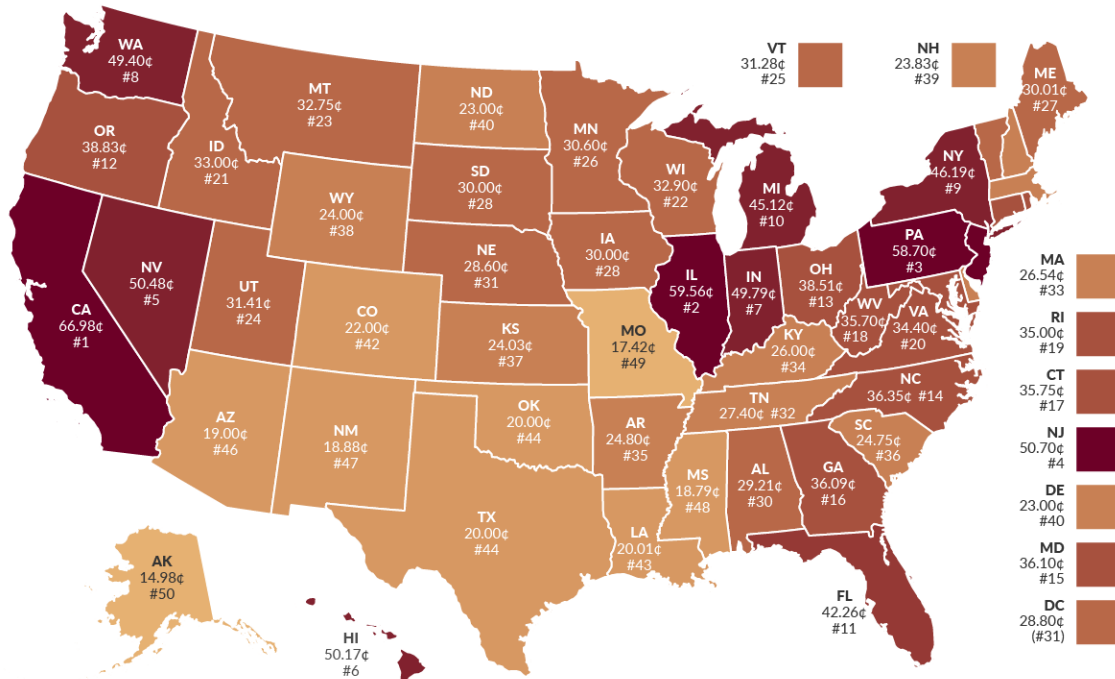
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TRANSPORTATION FUNDING IN COLORADO

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

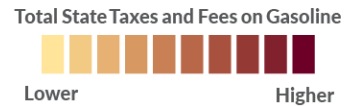
How High are Gas Taxes in Your State?

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



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

Source: American Petroleum Institute.

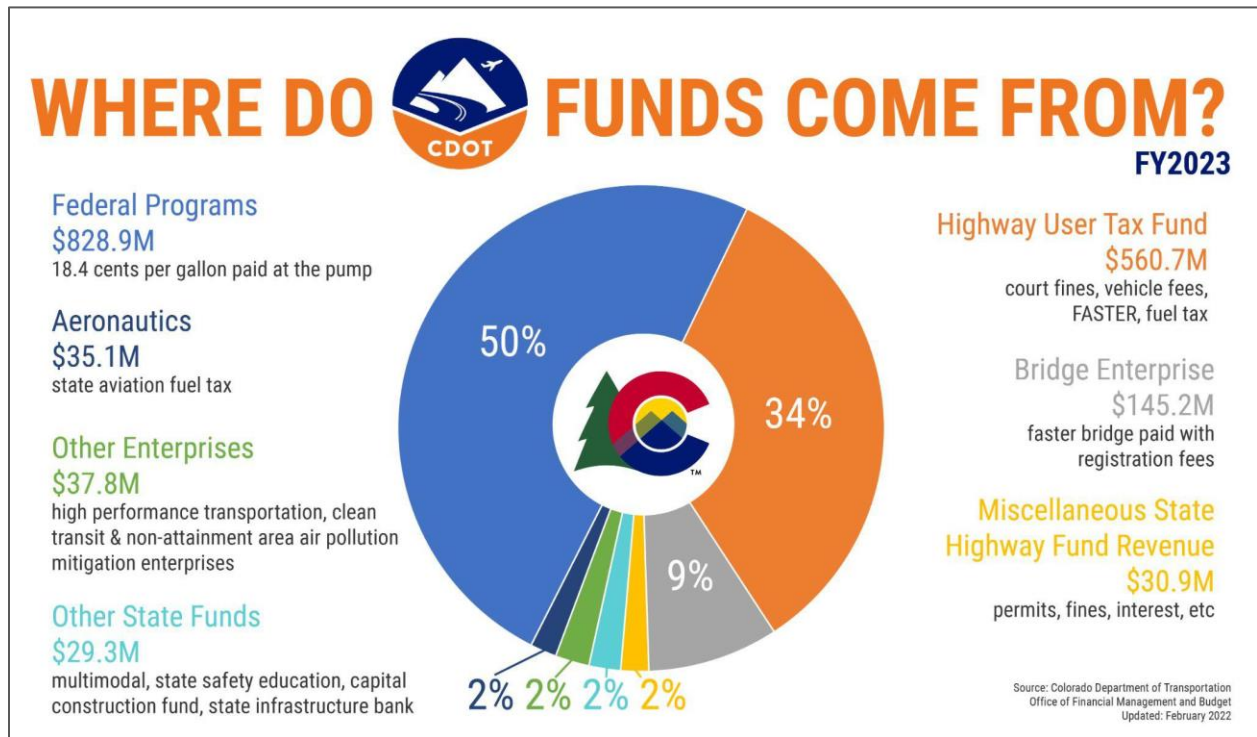


In order to comply with TABOR, while maximizing the power of the dollar, Colorado has been looking at various options to augment fuel tax revenues. During the 2021 Legislative Session, the Colorado General Assembly passed Senate Bill 21-260, an omnibus bill that creates new enterprises and establishes fee structures for various transportation related activities. Additionally, with the passage of the Infrastructure Investment and Jobs Act (IIJA) at the federal level, Colorado expects to receive at least \$716.5 million for Fiscal Year 2023 and each year

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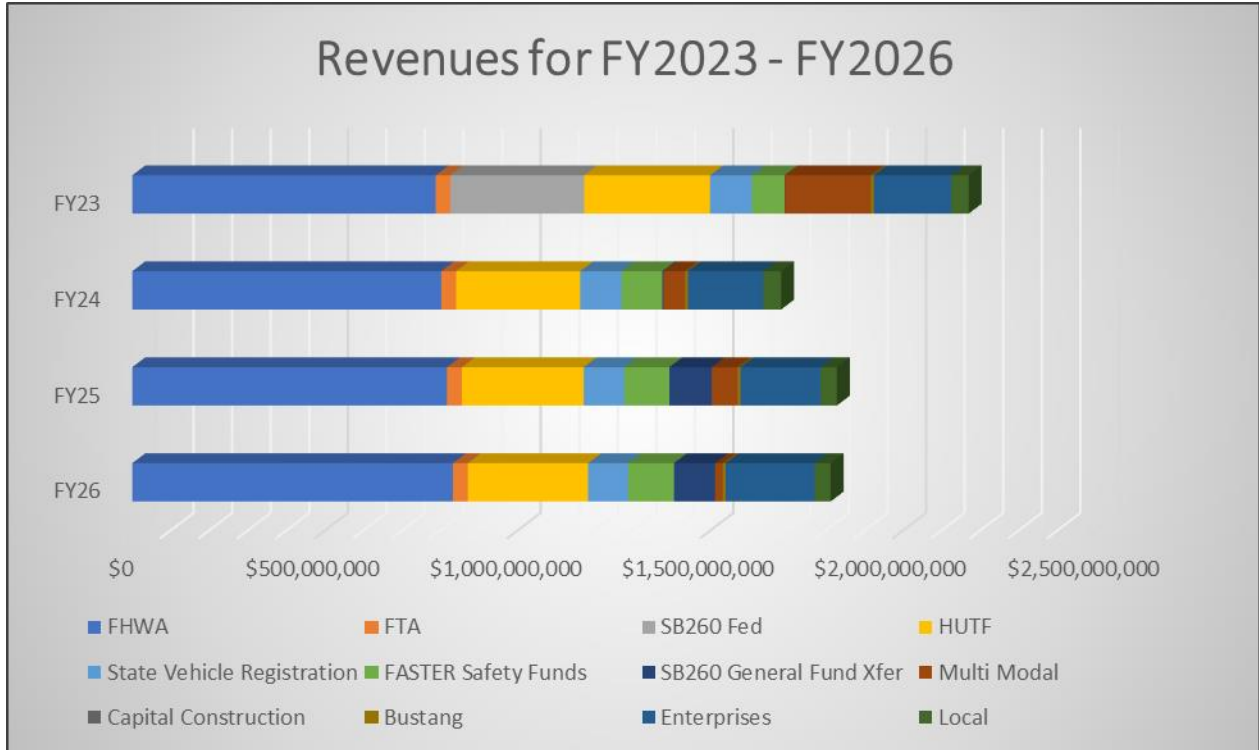
after that over the life of the authorization. Below is a breakdown of expected total revenues for CDOT for FY2023.



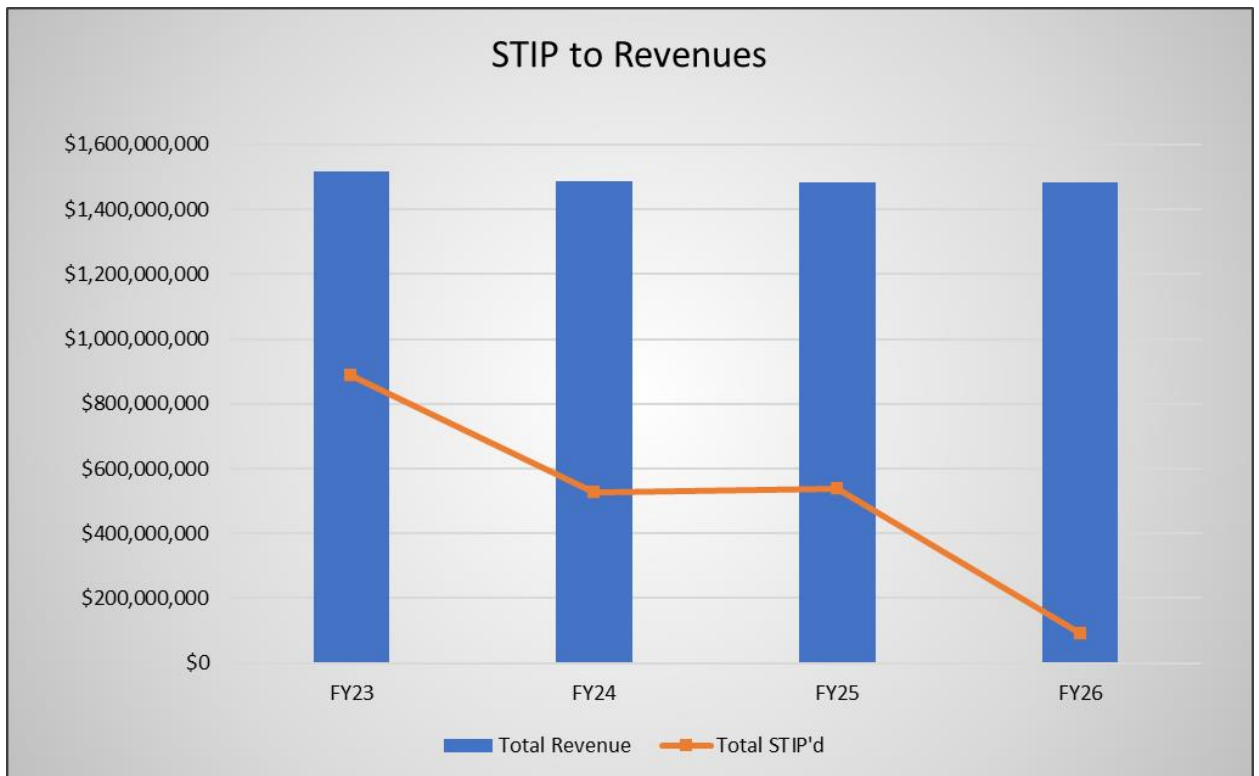
The graph on the next page illustrates the revenues expected for use in the FY2023 – FY2026 STIP. These revenues are based on the updated revenue forecasts as of January 2022.

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



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Funding and Programming

As seen in the graph above, CDOT has programmed approximately \$887 million of projects in FY2023, while revenues total \$1.5 billion. The drop in STIP'd amounts in the last three years is primarily a reflection of projects that have not yet been selected for Asset Management. Though the Asset Management group has determined the necessary treatments across the state, these treatments have not yet been combined to create solid projects at this time. These projects will be filled in throughout the fiscal year.

REVENUE FORECASTS and PROGRAM DISTRIBUTION

Long Term Revenue Forecast

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

Program Distribution

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

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

The committee examines impacts to how revenues come in, such as dwindling gas tax revenues, primarily because the tax is not adjusted for inflation and has not been increased in Colorado since 1991. In addition, improving fuel economy and technology advancements in electric vehicles point to a future need for a new funding mechanism for transportation.

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

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Once the Transportation Commission selects a revenue scenario and control totals are set, Program Distribution can be finalized. Distributions for some programs, such as Surface Treatment and Bridge are based on [Asset Management performance systems](#), allowing CDOT to allocate the funds to the areas where it is needed most.

The following FHWA programs are funded with a mixture of “flexible” FHWA apportionments such as National Highway Performance Program (NHPP) and Surface Transportation Block Grants (STBG) as well as state Highway User Tax Funds (HUTF). Other federal programs, such as Transportation Alternatives (TAP), STP-Metro, and Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement (HSIP) are based on “inflexible” apportionments that must be used for designated purposes per federal authorization act requirements. Below you will find examples of the flexible and inflexible federal programs, with the corresponding CDOT funding programs.

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

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

State or Federal	Program Name and Description	
Federal - FTA	USC 5303, 5304, and 5305	Metropolitan and Statewide Planning and Non-Metropolitan Planning Funds
Federal - FTA	USC 5307	Urbanized Area Formula Grants – Includes CARES Act funding
Federal - FTA	USC 5309	Capital Investment Grant Program
Federal - FTA	USC 5310	Enhanced Mobility for Seniors & Disabled
Federal - FTA	USC 5311	Formula Grants for Rural Areas – Includes CARES Act funding
Federal - FTA	USC 5312	National Research & Technology Program
Federal - FTA	USC 5337	State of Good Repair
Federal - FTA	USC 5339	Bus & Bus Facilities Infrastructure Investment Program
State	FASTER Safety	FSA – FASTER Safety Mitigation Program
State	FASTER Transit	STL – Transit & Rail Statewide Grants TRG – Transit & Rail Local Grants BUS – Bustang BOP – Bustang Outrider Program
State	BE	Bridge Enterprise
State	HPTE	High Performance Transportation Enterprise

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

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

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The state is required under [23 USC 450](#) to provide MPOs with an estimate of available federal and state funds which the MPOs may utilize in development of RTPs and TIPs. Planning estimates were developed for each MPO and outline estimated federal and state funds that might be reasonably anticipated to be available for transportation purposes within the MPO area for the time period of the TIP and Plan.

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

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

Fiscal Constraint and Annual Budget

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

For Colorado, fiscal constraint is determined for each fiscal year in the STIP. CDOT staff has determined that this FY2023 – FY2026 STIP is fiscally constrained. The graph below shows the summary of the fiscal constraint formula. Further details for the fiscal constraint demonstration may be found in Chapter 5.

Fiscal Constraint	FY2023	FY2024	FY2025	FY2026
Total Revenue	\$1,517,723,940	\$1,485,181,279	\$1,484,112,522	\$1,484,112,522
Total STIP'd	\$887,868,000	\$527,300,000	\$537,921,000	\$90,138,000

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

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Modification procedures, which are explained later in this document.

Advance Construction

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

Once authorized, these projects may incur expenses and state funds are paid to contractors through the Federal Aid Billing System. Federally eligible expenses are recorded as an accrued unbilled receivable in the state's accounting system. These receivables are reviewed on a regular basis by CDOT's Office of Financial Management and Budget (OFMB) staff and, through the federal financial database - Fiscal Management Information System (FMIS) - transactions, they initiate partial Advance Construction "conversion" actions until the federal funds are fully obligated and qualifying expenditures are fully reimbursed to the state by FHWA.

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

FEDERAL TRANSPORTATION PERFORMANCE MEASURES AND TARGETS

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

Transportation Performance Management (TPM)

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

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National Goals and Colorado Performance Framework

National Goals

23 USC §150(b) established national goals and performance-management measures that transformed the Federal-aid highway program and provided a means to invest federal transportation funds most efficiently by focusing on performance. This focus has increased the accountability and transparency of the Federal-aid highway program and has improved project decision making through performance-based planning and programming. The seven national goals are outlined in Figure 1 below:

Figure 1 – National Federal-Aid Highway Program Performance Goals

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

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

Colorado Performance Framework

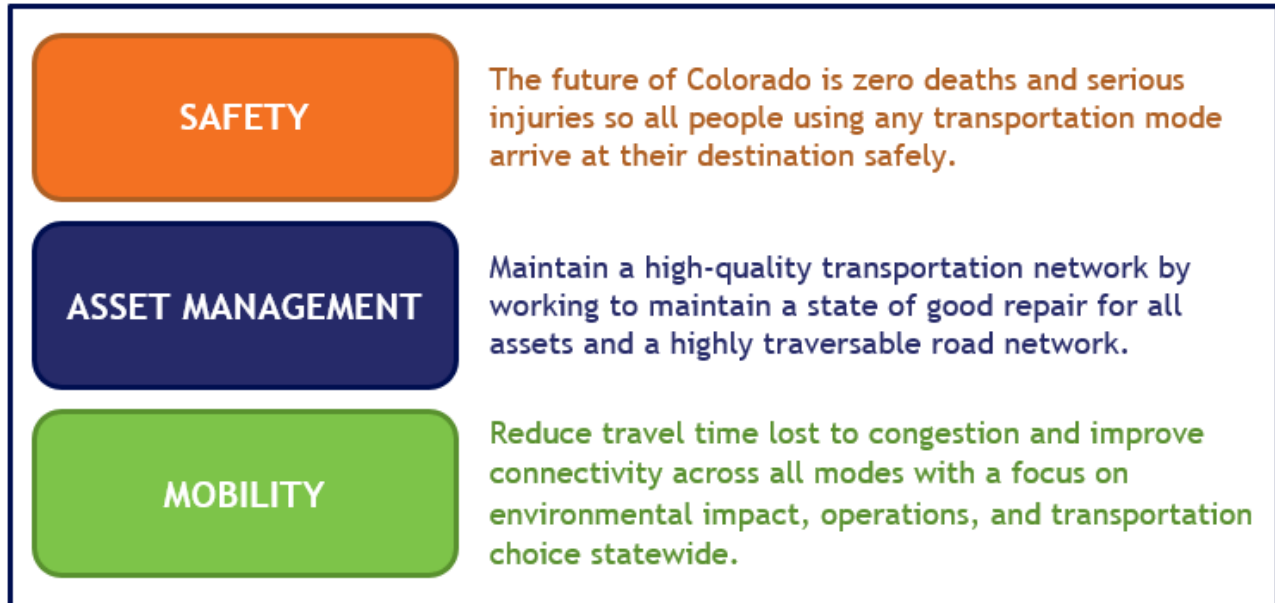
Colorado's Statewide Transportation Plan—***Your Transportation Plan***—measures its progress through goals and objectives established in PD-14. PD-14 provides a framework for the development of goals and objectives for the plan and focuses the distribution of resources,

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such as projects in the Statewide Transportation Improvement Program (STIP) and the annual budget. PD-14 has three goal areas: safety, asset management, and mobility. For each of these goal areas, a series of performance measures and objectives are also identified. CDOT's framework also includes provisions for an annual review of PD-14, which incorporates goals from the Department's Wildly Important Goals (WIGs), the Colorado Transportation Commission Guiding Principles, the Governor's "Bold Four" Goals, and federal TPM requirements. The framework creates a cadence of monitoring for the objectives and allows continuous improvement of the main goals for the Department.

Figure 2 – Colorado Statewide Transportation Plan Goal Areas:



Linking Investment to Performance Achievement

CDOT allocates revenue into nine major budget categories. These categories are Capital Construction, Maintenance & Operations, Multimodal Services, Suballocated Programs, Other Programs, and four enterprises. Each of the Department's programs falls into one of these categories, from which the program of projects is developed in consultation with the Department's local partners, the public, and through the development of the Department's 10-Year Plan.



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

Figure 3 – Investment to Performance Matrix

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

 Fully Supports Performance Area
 Partially Supports Performance Area

Safety Performance

Federal rules for the Highway Safety Improvement Program (HSIP) and associated measures are governed by 23 CFR §490.207. The rule requires that state DOTs establish targets for five performance measures related to safety annually and allows MPOs to exercise the option of supporting the state targets or establishing their own. All targets are required to be established no later than August 31st annually, with MPO targets due no later than February 27th annually.

Safety performance measures are based on a rolling five-year average. CDOT measures and sets targets for total traffic fatalities, fatality rate per 100 million vehicle miles traveled (VMT), serious injuries, serious injury rate per 100 million VMT, and a combined figure for non-motorized (pedestrian and bicyclist) fatalities and injuries. These measures apply to all public roads and are reported through the annual HSIP report.

Target Establishment

Targets for each performance measure are listed in figure 4:

Figure 4 – Safety Performance Measure Targets

Safety Performance Measure	2014-2018	2015-2019	2016-2020	2017-2021
Number of Fatalities (5-Year Average)	610.0	644.0	618.0	603.0
Fatality Rate per 100 million VMT (5-Year Average)	1.200	1.210	1.140	1.113

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Number of Serious Injuries (5-Year Average)	3,350.0	2,909.0	3,271.0	3,161.0
Serious Injury Rate per 100 million VMT (5-Year Average)	6.790	5.575	6.075	5.828
Number of non-Motorized Fatalities & Serious Injuries (5-Year Average)	586.0	514.0	670.0	551.0

To establish targets, CDOT analyzed fatal crash data going back to 2002, developed multiple models, created best fit curves, and determined targets based on examination of the various predicted values. The fatality rate assumes that fatal crashes and VMT are both increasing in the near term. Contributing factors were considered, including the following: population growth, increases in VMT, economic growth, potential funding changes, and legislative changes. All the models indicated future increases in fatality rates, resulting in short term targets with an increase in the fatal rate. The Colorado Strategic Highway Safety Plan (SHSP) features an aspirational goal of moving Colorado toward zero deaths and is the long-term vision for the state. The targets recognize an uptick in the fatality rate, and the need to continue focusing on programs that reduce crashes to achieve goals.

Condition Analysis & Significant Progress Determination

Since 2014, Colorado has experienced an increase in fatal crashes. CDOT continues to ensure the factors within its control are managed as effectively as possible to increase safety—whether through highly effective safety infrastructure projects, targeted safety behavioral campaigns, or implementing new technology that has high potential for crash reduction. For further information regarding the HSIP program and CDOT’s efforts toward providing a safe transportation system, please refer to the Colorado Strategic Transportation Safety Plan at this link: [COLORADO STRATEGIC TRANSPORTATION SAFETY PLAN](#). Historic highway safety performance is outlined in figures 5 through 7.

Figure 5 – Historical Performance Levels for TPM Traffic-Related Fatalities Performance Measures

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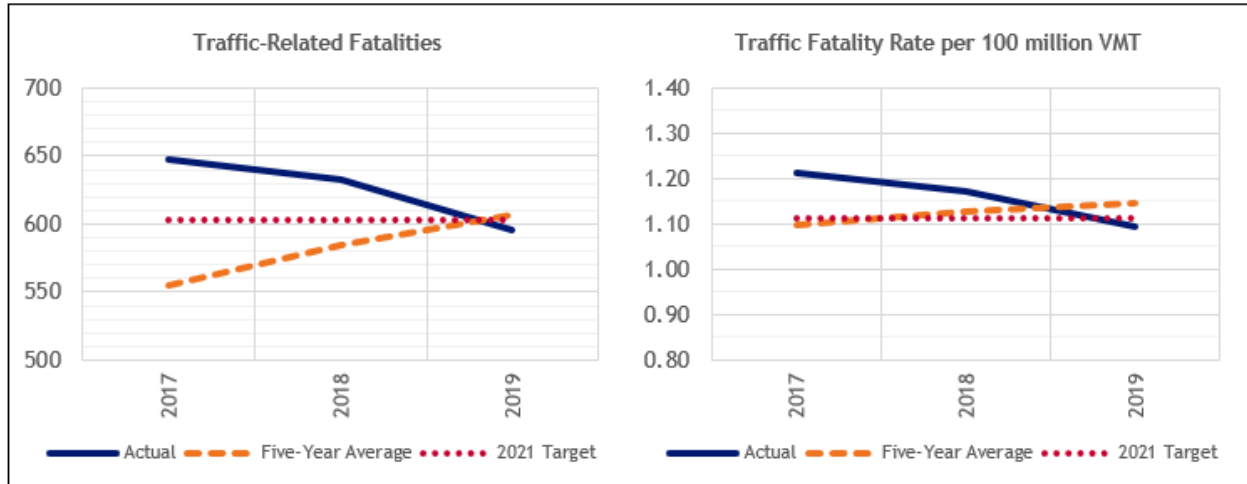


Figure 6 – Historical Performance Levels for TPM Traffic-Related Serious Injury Performance Measures

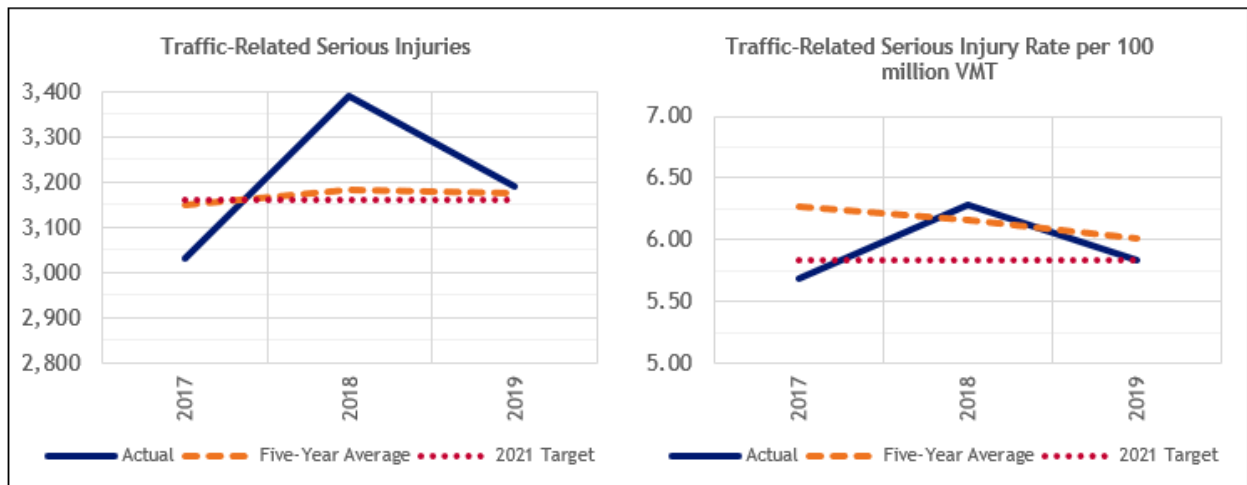
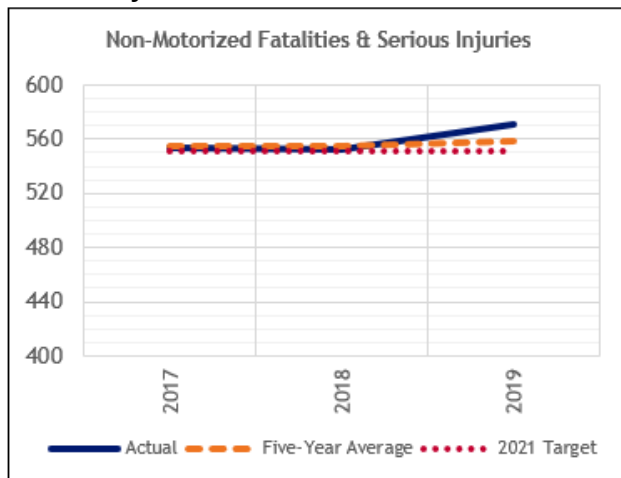


Figure 7 – Historical Performance Levels for TPM Traffic-Related Non-Motorized Fatalities and Serious Injuries



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In 2018 FHWA determined that Colorado made significant progress toward its safety targets. However, in 2019 FHWA determined that Colorado had not made significant progress, requiring CDOT to fully obligate an amount equal of its HSIP state apportionment for the year prior to the target year (2018) for only HSIP projects – estimated to be \$30.39 M for FY22. CDOT is also required to complete an HSIP Implementation Plan that describes the actions the state will take to make significant progress toward meeting its performance targets. The determination of significant progress for 2020 has not been evaluated for significant progress determination as of the publication of this STIP.

MPO Targets and Current Condition

Four of the five MPOs in the state choose to support the state targets for the past four target-setting periods. The Denver Regional Council of Governments (DRCOG) chose to establish their own targets for each of the safety performance measures within its MPO boundary for each year, as detailed in figure 8:

Figure 8 – DRCOG TPM Safety Performance Targets by Year

Safety Performance Measure	2014-2018	2015-2019	2016-2020	2017-2021
Number of Fatalities (5-Year Average)	242.0	256.0	259.0	255.0
Fatality Rate per 100 million VMT (5-Year Average)	0.900	0.930	0.900	0.887
Number of Serious Injuries (5-Year Average)	1,948.0	1,935.0	1,814.0	1,733.0
Serious Injury Rate per 100 million VMT (5-Year Average)	7.200	6.970	6.360	6.018
Number of non-Motorized Fatalities & Serious Injuries (5-Year Average)	346.0	344.0	366.0	372.0

Infrastructure Condition Performance

Pavement

Federal rules regarding performance of National Highway System pavement assets are governed by 23 CFR §490.307. The rule requires that state DOTs establish targets for four performance measures related to pavement condition in each four-year performance period and allows Colorado’s MPOs to exercise the option of supporting the state targets or establishing their own. For the first performance period (2018-21), targets were required to be established no later than May 20, 2018, with MPOs completing their target setting activities no later than November 15, 2018. Four-year targets for pavement condition of the NHS were revised on October 1, 2020, and MPOs have made target establishment determinations on March 30, 2021. Pavement condition is determined by the distress variables of smoothness (International Roughness Index – IRI), cracking percentage, and rutting or faulting, depending

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on the type of pavement. Under the current federal rules, a segment of roadway is considered good if all three distresses are rated good. A segment is considered poor if two or more of the distresses are poor. All other combinations result in a fair rating for the roadway segment.

Target Establishment

Targets for the first performance period, as revised in October 2020, are listed in figure 9:

Figure 9 – TPM Pavement Performance Measure Targets

Pavement Performance Measure	2-Year Target	4-Year Target	Baseline (2017)
Percent of Interstate System Pavement in Good Condition	N/A	40%	44.7%
Percent of Interstate System Pavement in Poor Condition	N/A	5%	0.3%
Percent of Non-Interstate NHS System Pavement in Good Condition	50%	40%	42.6%
Percent of Non-Interstate NHS System Pavement in Poor Condition	1%	5%	1.0%

The initial targets for 2020 and 2022 were established in 2018 based on one year of federal performance measures distress collection. Unfortunately, the data used in the initial target setting was incomplete, and the issue was not discovered until the following year. In 2020 CDOT was able to analyze two years of complete data that was used to adjust the 2022 pavement targets. Additionally, a more detailed analysis on current levels of pavement funding, particularly funding going to Interstates, has led to establishment of a more realistic percent "good" target for pavement.

Condition Analysis & Significant Progress Determination

Pavement condition has remained relatively stable during the same period. Colorado maintains its own internal pavement performance measure, drivability life (DL), which uses similar pavement distress categories as the national performance measures for pavement and is contained in PD-14. DL pavement condition statewide has remained around 80% high or moderate drivability since 2012.

The percentage of Interstate lane miles rated “poor”, based on federal TPM measures for pavement, has increased in recent years. CDOT is addressing this trend by focusing mitigating treatments on identified poor segments, such as areas in eastern Colorado on Interstate 76. Historical data since the initial performance period, as well as the forecasted condition are shown in figures 10 and 11. Forecasted condition was modeled through the Department’s Asset Investment Management System (AIMS) using anticipated investment levels.

Figure 10 – TPM Historical Pavement Condition and Forecast with Current Investment - Interstates

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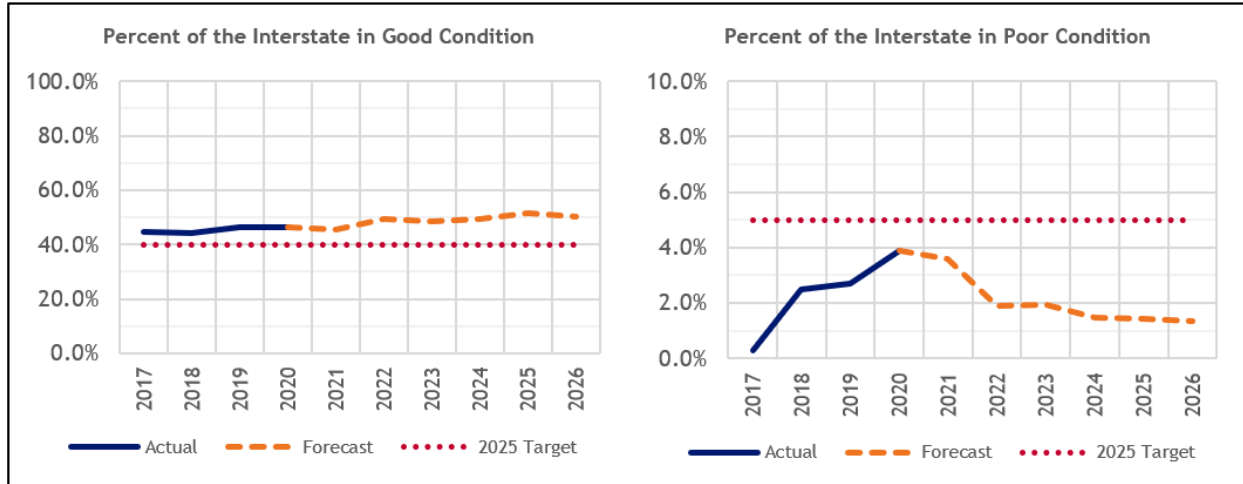
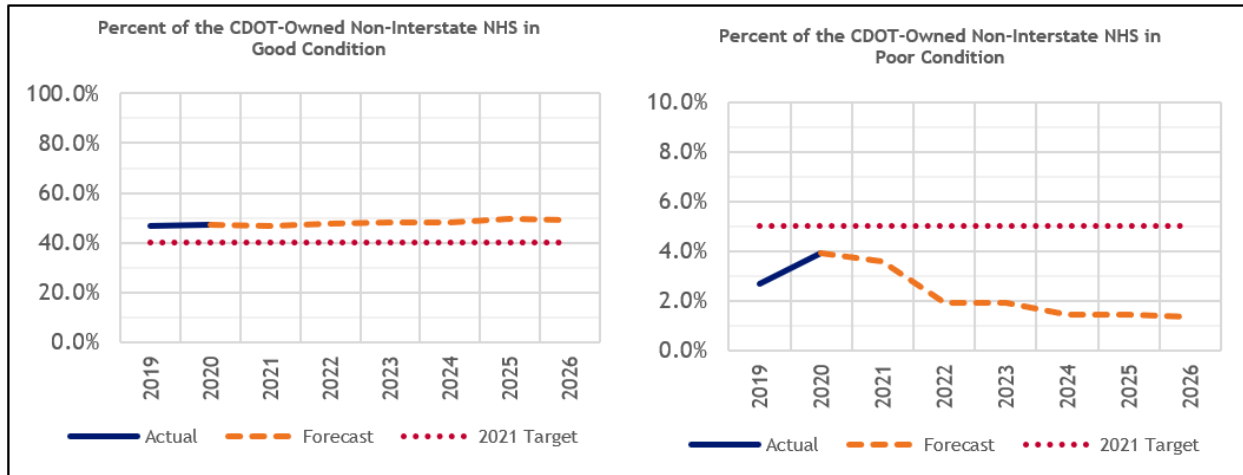


Figure 11 – TPM Historical Pavement Condition and Forecast with Current Investment – Non-Interstate NHS



During the mid-period evaluation, FHWA determined that Colorado made significant progress toward its targets for its non-Interstate National Highway System (NHS) Performance Measures. Thus, no additional action is required regarding the pavement performance measures. Interstate performance measures were not required to be evaluated at the mid-period for the first performance period.

MPO Targets and Current Condition

All the MPOs in Colorado chose to support the state targets for pavement condition, including the original targets in 2018 and the target revisions in 2020. Current condition of NHS pavements in the MPO regions are outlined in figure 12.

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Figure 12 – TPM MPO Pavement Condition

Metropolitan Planning Organization	Interstate in Good Condition - 2020	Interstate in Poor Condition - 2020	Non-Interstate NHS in Good Condition - 2020	Non-Interstate NHS in Poor Condition - 2020
Denver Regional Council of Governments (DRCOG)	39.3%	0.8%	25.6%	5.9%
North Front Range Metropolitan Planning Organization (NFRMPO)	51.4%	1.5%	47.8%	2.1%
Pikes Peak Council of Governments (PPACG)	56.0%	3.3%	31.0%	4.7%
Pueblo Area Council of Governments (PACOG)	47.2%	2.0%	35.7%	0.9%
Grand Valley Metropolitan Planning Organization (GVMPO)	80.4%	0.0%	22.6%	3.6%

Bridges

Federal rules regarding performance of NHS structure-related assets (bridges and large culverts) are governed by 23 CFR §490.407. The rule requires that state DOTs establish targets for two performance measures related to bridge condition in each four-year performance period and allows MPOs to exercise the option of supporting the state targets or establishing their own. For the first performance period (2018-2021), targets were required to be established no later than May 20, 2018, and were reported to FHWA on October 1, 2018. MPOs are required to establish their targets no later than November 15, 2018. Bridge condition is determined by ratings for four different structure components, including the bridge deck, superstructure, substructure, and culvert rating (for culvert-defined structures only), on a zero to nine scale. The lowest rating defines the condition for the entire structure. Reporting on the good/fair/poor condition of the bridge network is based on the square feet of total deck area in each rating. Bridges and culverts are inspected on a biennial basis, and network bridge condition is reported annually to FHWA through the National Bridge Inventory.

Target Establishment

Targets for the first performance period, as established in May 2018, are listed in figure 13:

Figure 13 – TPM Bridge Performance Measure Targets

Bridge Performance Measure	2-Year Target	4-Year Target	Baseline (2018)
Percentage of NHS Bridges Classified as in Good Condition	44%	44%	47.2%
Percentage of NHS Bridges Classified as in Poor Condition	4%	4%	3.8%

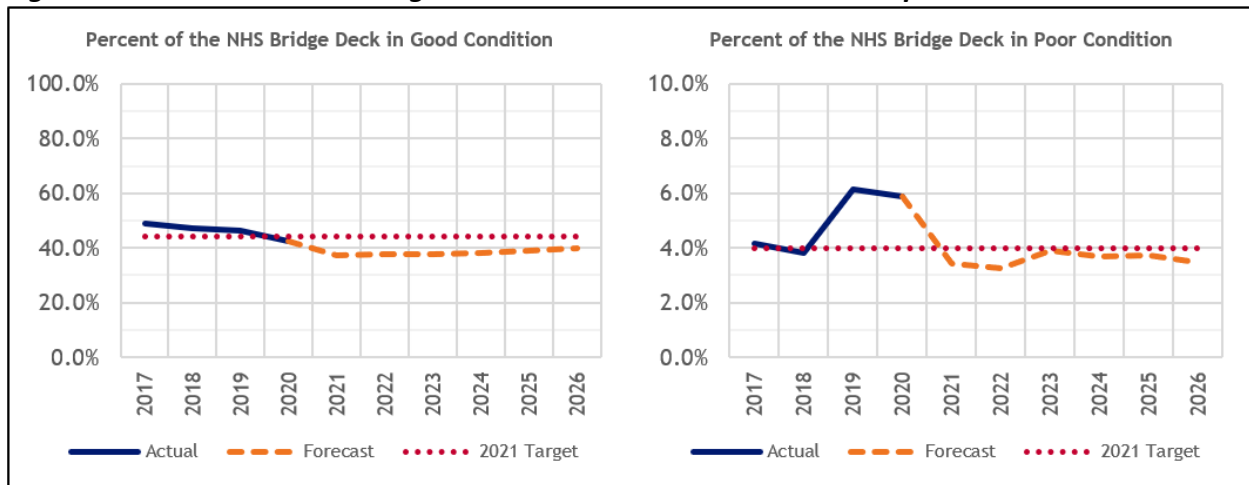
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Condition Analysis & Significant Progress Determination

Colorado’s FASTER Legislation, passed in 2009, created what is now known as the Statewide Bridge and Tunnel Enterprise (BTE). The enterprise was created to address the poor bridges throughout the state and was expanded in 2021 to allow for tunnels work. The enterprise and its subsequent funding stream led to a significant reduction in Colorado’s problematic bridge deck area. However, the percentage of bridge deck area rated good has slowly been declining from 55 percent in 2009 to 42 percent in 2021. Historical data since the initial performance period, as well as the forecasted condition are shown in figure 14. Forecasted condition was modeled through the Department’s Asset Investment Management System (AIMS) using anticipated investment levels.

Figure 14 – Historical NHS Bridge Condition and Forecast with Anticipated Investment



During the mid-period performance evaluation, FHWA determined that Colorado had not made significant progress towards its targets for NHS Bridge Performance Measures. CDOT therefore was required to complete additional reporting on how Colorado will work to achieve targets at future evaluation periods. The report was submitted to FHWA on July 15, 2021. Colorado, however, did stay below the 10 percent poor minimum-condition level, thereby avoiding the federal restriction of funding outlined in 23 USC §119(f)(2).

MPO Targets and Current Condition

All five MPOs in Colorado chose to support the state targets for bridge condition. Current condition of NHS bridges in the MPO regions are outlined in figure 15.

Figure 15 – TPM MPO NHS Bridge Condition

Metropolitan Planning Organization	NHS Bridges in Good Condition - 2020	NHS Bridges in Poor Condition - 2020
Denver Regional Council of Governments (DRCOG)	44.0%	6.9%
North Front Range Metropolitan Planning Organization (NFRMPO)	36.8%	6.8%

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Pikes Peak Council of Governments (PPACG)	47.5%	3.4%
Pueblo Area Council of Governments (PACOG)	47.3%	8.1%
Grand Valley Metropolitan Planning Organization (GVMPO)	32.2%	0.5%

Transportation Asset Management

FHWA requires state DOTs to create risk-based [Transportation Asset Management Plans](#) (TAMPs). CDOT voluntarily published its first asset management plan in 2013, followed by an “initial” TAMP required by FHWA in 2018 and a “complete” TAMP in summer 2019. The Department is currently completing its 2022 plan. CDOT expects the 2022 TAMP will feature all 12 of the Department’s asset classes, whereas the previous TAMP focused on the required assets of NHS pavements and bridges.

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

Given these planning budgets, AIMS recommends which treatments provide the biggest cost-to-benefit value for improving the performance of the transportation system. CDOT’s asset managers use AIMS recommendations, along with robust project prioritization and selection processes, the needs of CDOT’s Engineering Regions, and other data, to begin compiling their final treatment lists for a given year.

The treatment lists for any given year are incorporated into a rolling, four-year program of asset management treatments. These treatments form the nucleus of projects that CDOT intends to deliver for asset management and other programs. An update to the lists is developed every year and communicated throughout the Department. The program forms a major component of projects that will go into CDOT’s Statewide Transportation Improvement Program (STIP). Projects in the STIP often include asset management treatments that have been bundled with other projects. A single treatment can also become a standalone project.

System Performance

System Reliability on the National Highway System

Federal rules regarding performance of NHS Level of Travel Time Reliability (LOTTR) are governed by 23 CFR §490.507. The rule requires that state DOTs establish targets for two performance measures related to system reliability in each four-year performance period and allows Colorado’s MPOs to exercise the option of supporting the state targets or establishing

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their own. For the first performance period (2018-21), targets were required to be established no later than May 20, 2018, with MPOs completing their target-setting activities no later than November 15, 2018.

System reliability performance measures are applicable to the Interstates and non-Interstate NHS based on a reliability index calculated from the 80th percentile travel time over the normal (50th percentile) travel time throughout the week and weekends, excluding overnight travel. A percentage of person-miles traveled that is reliable is determined based on the average annual daily travel (AADT) and vehicle occupancy factors for the roadways segments in each highway system.

Target Establishment

Targets for the first performance period, as established in May 2018, are listed in figure 17:

Figure 17 – TPM System Reliability Performance Measure Targets

System Reliability Performance Measure	2-Year Target	4-Year Target	Baseline (2017)
Percent of Person-Miles Traveled Rated Reliable on the Interstate System	81%	81%	80.3%
Percent of Person-Miles Traveled Rated Reliable on the non-Interstate National Highway System	N/A	64%	85.9%

System Reliability targets were established by using forecasts from the National Performance Management Research Data Set (NPMRDS) and Highway Performance Monitoring System (HPMS) data from 2013 through 2016. CDOT used NPMRDS and HPMS data sets for those ranges, and monthly data were used in forecasting because the sample size for available annual data was not sufficient for long-term projections. The target-setting methodology was developed for consistent application for the system reliability metrics, considering various geographic scales. The final targets were forecasted for the target years plus one standard deviation of the historic monthly values. CDOT chose to use the NPMRDS data set, as well as a tool from Maryland CATT Lab, to analyze and establish targets for travel time performance measures.

Condition Analysis & Significant Progress Determination

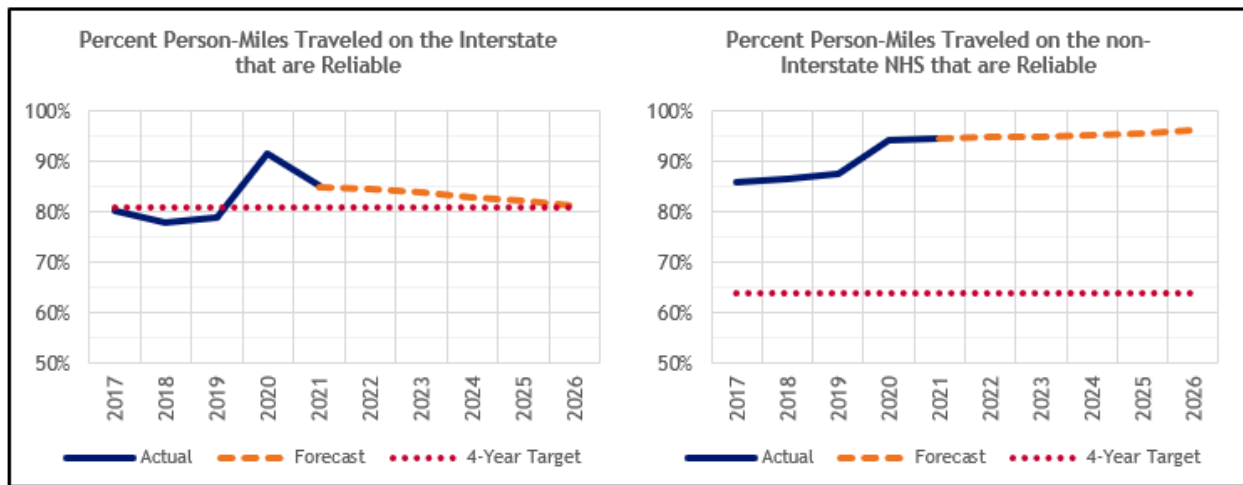
During the mid-period evaluation (for reporting years 2018 and 2019), FHWA determined that Colorado had not made significant progress toward its targets for its Interstate Reliability Measure. Colorado therefore was required to complete additional reporting on how it will work to achieve targets at future evaluation periods. The report was submitted to FHWA on July 15, 2021. Non-Interstate Reliability was not evaluated for significant progress during the mid-term evaluation for the first performance period.

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Throughout most of 2020 and into 2021, effects of the COVID-19 pandemic increased the reliability of NHS highways throughout the state. For the first performance period, based on the reduced traffic volumes, it is expected that both performance measures will have met significant progress for the full performance period. However, throughout the performance period, CDOT has been working on improving reliability statewide through its programs. CDOT has been making investments in low-cost, high-value solutions to improve the reliability of the state highway system through operational improvements including ramp metering, deployment of Intelligent Transportation (ITS) devices, coordinated winter operations, and expansion projects through the Colorado Transportation Investment Office (CTIO).

Figure 18 – Historical Level of Travel Time Reliability Condition and Forecast with Current Investment



MPO Targets and Current Condition

All MPOs in Colorado chose to support the state targets for the percent of person-miles traveled metrics on the NHS. Current levels of reliability for the MPO regions are outlined in figure 19.

Figure 19 – TPM MPO System Reliability Condition

Metropolitan Planning Organization	Person-miles Traveled Rated Reliable on Interstates - 2020	Person-miles Traveled Rated Reliable on the non-Interstate NHS - 2020
Denver Regional Council of Governments (DRCOG)	85.7%	94.1%
North Front Range Metropolitan Planning Organization (NFRMPO)	100.0%	97.9%
Pikes Peak Council of Governments (PPACG)	97.2%	88.2%
Pueblo Area Council of Governments (PACOG)	100.0%	96.2%
Grand Valley Metropolitan Planning Organization (GVMPO)	100.0%	96.7%

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Freight Reliability on the Interstates

Federal rules regarding performance of the NHS freight reliability are governed by 23 CFR §490.607. The rule requires that state DOTs establish targets for one performance measure related to freight reliability in each four-year performance period and allows Colorado's MPOs to exercise the option of supporting the state targets or establishing their own. For the first performance period (2018-21), targets were required to be established no later than May 20, 2018, with MPOs completing their target setting activities no later than November 15, 2018.

Freight reliability performance measures are applicable to the Interstates only, based on a reliability index calculated from the 95th percentile travel time over the normal (50th percentile) travel time throughout the week and weekends, including overnight travel. An overall network reliability index is determined from the calculation of reliability of Interstate segments of the system.

Target Establishment

Targets for the first performance period, as established in May 2018, are listed in Figure 20 below:

Figure 20 – TPM Freight Reliability Performance Measure Targets

Freight Reliability Performance Measure	2-Year Target	4-Year Target	Baseline (2017)
Truck Travel Time Index	1.50	1.50	1.37

Freight Reliability targets were established by using forecasts from the National Performance Management Research Data Set (NPMRDS) and Highway Performance Monitoring System (HPMS) data from 2013 through 2016. CDOT used NPMRDS and HPMS data sets for those ranges and monthly data were used in forecasting, because the sample size for available annual data was not sufficient for long-term projections. The target-setting methodology was developed for consistent application for the system reliability metrics, considering various geographic scales. The final targets were forecasted for the target years plus one standard deviation of the historic monthly values. CDOT chose to use the NPMRDS data set, as well as a tool from Maryland CATT Lab, to analyze and establish targets for travel time performance measures.

Condition Analysis & Significant Progress Determination

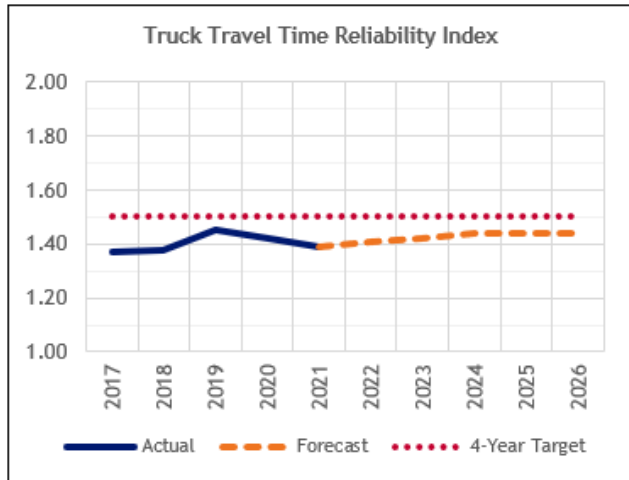
While overall reliability of the system improved during the pandemic, freight reliability remained stable over the same period. During the mid-period evaluation, FHWA determined that Colorado made significant progress toward its targets for its Freight Reliability performance measure. Thus, no additional action was required regarding the freight reliability performance measures.

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CDOT recently began the process of establishing the Freight Mobility and Safety Branch of the Division of Transportation Development, to facilitate investment in infrastructure projects that enhance the safety and movement of commercial vehicles throughout Colorado, in addition to the investments made toward overall system reliability outlined previously. The new branch is working on the 2022 update and publication of the Colorado Freight Plan, published originally in 2019.

Figure 21 – TPM Historical Freight Reliability Condition and Forecast with Current Investment - Interstates



MPO Targets and Current Condition

All MPOs in Colorado chose to support the state targets for the percent of person-miles traveled metrics on the NHS. Current levels of reliability for the MPO regions are outlined in Figure 22 below.

Figure 22 – TPM MPO System Reliability Condition

Metropolitan Planning Organization	Truck Travel Time Reliability Index - 2020
Denver Regional Council of Governments (DRCOG)	1.71
North Front Range Metropolitan Planning Organization (NFRMPO)	1.35
Pikes Peak Council of Governments (PPACG)	1.30
Pueblo Area Council of Governments (PACOG)	1.16
Grand Valley Metropolitan Planning Organization (GVMPO)	1.17

Traffic Congestion

Federal rules regarding traffic congestion performance are governed by 23 CFR §490.707. The rule requires that state DOTs establish joint targets with applicable MPOs for two performance measures related to traffic congestion within urban areas with a population of 1 million or

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greater and are in nonattainment or maintenance for ozone (O₃), carbon monoxide (CO) or particulate matter (PM₁₀ and PM_{2.5}) National Ambient Air Quality Standards (NAAQS). For the first performance period (2018-21), only the Denver-Aurora urbanized area was required to have targets for the applicable measures during the initial performance period. The Denver Regional Council of Governments (DRCOG) and CDOT established joint targets on May 20, 2018.

Target Establishment

Current targets for the first performance period, as established in May 2018, are listed in figure 23:

Figure 23 – TPM Traffic Congestion Performance Measure Targets – Denver-Aurora Urbanized Area

Traffic Congestion Performance Measure	2-Year Target	4-Year Target	Baseline (2017)
Annual Hours of Peak Hour Excessive Delay per Capita	N/A	54	17.8
Percent of Non-SOV Travel	24%	25%	23.9%

One year of baseline data (2016) was downloaded from the NPMRDS and conflated with OTIS volumes to calculate Peak Hour Excessive Delay for Denver-Aurora urban area. Total annual PHED is divided by 2010 Census urban area population to get Total Annual PHED Per Capita for 2016. A projected growth rate of 2% per year is applied to each year to reach the target (2022). CDOT reports a 'design-hourly-volume' or DHV percentage. DHV is obtained from about 130 Automated Traffic Recorders (ATRs) by taking the 30th highest hourly volume (two directions). When only short-term counts are available (generally 48-hour counts), the DHV percentage is taken from the highest hour. The Department does not report average hourly volumes, but these could be obtained, if needed, by dividing the AADTs over 24. Annual percentage shares of traffic volume by class are obtained from the ATR sites that collect vehicle class by 13 categories, however, Colorado only has about 60 or so of these sites.

Many other short-term vehicle class counts are conducted annually mostly for 48 hours and the percentages by vehicle class are estimated from these counts, although it is known that a high degree of variability exists through the year concerning vehicle classes. Colorado groups the 13 vehicle class categories into three main categories for reporting passenger vehicles, single-unit trucks, and combination trucks.

CDOT used data from the American Community Survey as the data set for target setting and reporting the non-SOV travel performance measure. CDOT worked with the DRCOG MPO to develop a target that was based on current data and their Regional Transportation Plan (RTP).

Condition Analysis & Significant Progress Determination

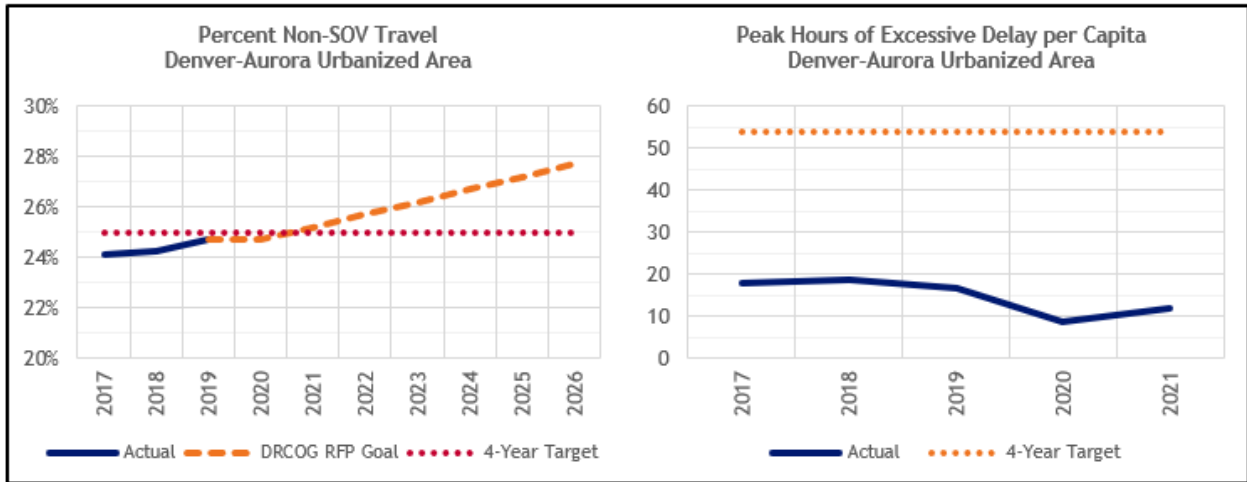
As with system reliability performance measures, the PHED metric for the Denver-Aurora Urbanized Area (UZA) decreased significantly due to the traffic patterns during the COVID-19 pandemic. Non-SOV data is currently not available for 2020 to provide an evaluation as of the

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publication of this STIP. CDOT and DRCOG continue to implement the projects outlined with the STIP and the Regional Transportation Plan to help alleviate traffic congestion issues, improve traffic flow, and help reduce emissions from the transportation sector through expansion of multimodal transportation options.

Figure 24 – TPM Historical PHED & Non-SOV Travel Condition and Anticipated Trends – Denver-Aurora UZA



During the mid-period evaluation, FHWA did not evaluate the PHED or Non-SOV Travel performance measures.

Emissions Reduction Benefits

Federal rules regarding emissions reduction benefit for the Congestion Mitigation and Air Quality (CMAQ) program are governed by 23 CFR §490.807. The rule requires that state DOTs establish targets for up to five performance measures related to CMAQ-funded project emission reduction benefits in each four-year performance period with specific requirements for MPOs, based on nonattainment or maintenance status for NAAQS standards. For the first performance period (2018-2021), targets were established on May 20, 2018.

The measure calculates the total emission reduction benefit from all CMAQ projects per pollutant or pollutant precursor, in two- and four-year totals during the performance period. For Colorado, O₃, CO, and PM₁₀ are required to have targets statewide. DRCOG was the only MPO required to establish its own two- and four-year targets in Colorado. Additionally, DRCOG is required to submit a biannual CMAQ performance plan as part of Colorado’s performance period reports.

Target Establishment

Current targets for the first performance period, as established in May 2018, are listed in Figure 25 below:

Figure 25 – TPM Freight Reliability Performance Measure Targets

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CMAQ Performance Measure	Two-Year Target	Four-Year Target	Baseline (2017)
Total Emissions Reduction Benefit for Volatile Organic Compounds [VOC] (kg/day) from CMAQ Funded Projects	86	105	672.78
Total Emissions Reduction Benefit for Particulate Matter, 10 Micrometer or Greater [PM10] (kg/day) from CMAQ Funded Projects	31	152	590.92
Total Emissions Reduction Benefit for Carbon Monoxide (CO) (kg/day) from CMAQ Funded Projects	1,152	1,426	9,998.72
Total Emissions Reduction Benefit for Noxious Oxides [NOx] (kg/day) from CMAQ Funded Projects	86	105	1,663.53

To establish CMAQ targets, CDOT reviewed the emission reduction benefit from the reporting years of 2012 to 2016, using the lowest 2- and 4- year totals to establish the targets for each emission reduction benefit that needs to be reported. For the NOX/VOC targets, CDOT chose to align both targets due to collinearity of the two precursors. The method for setting these targets was used due to a lack of well-developed tools to calculate performance forecasts. The CMAQ Public Access System did not show any data for 2012 and 2013.

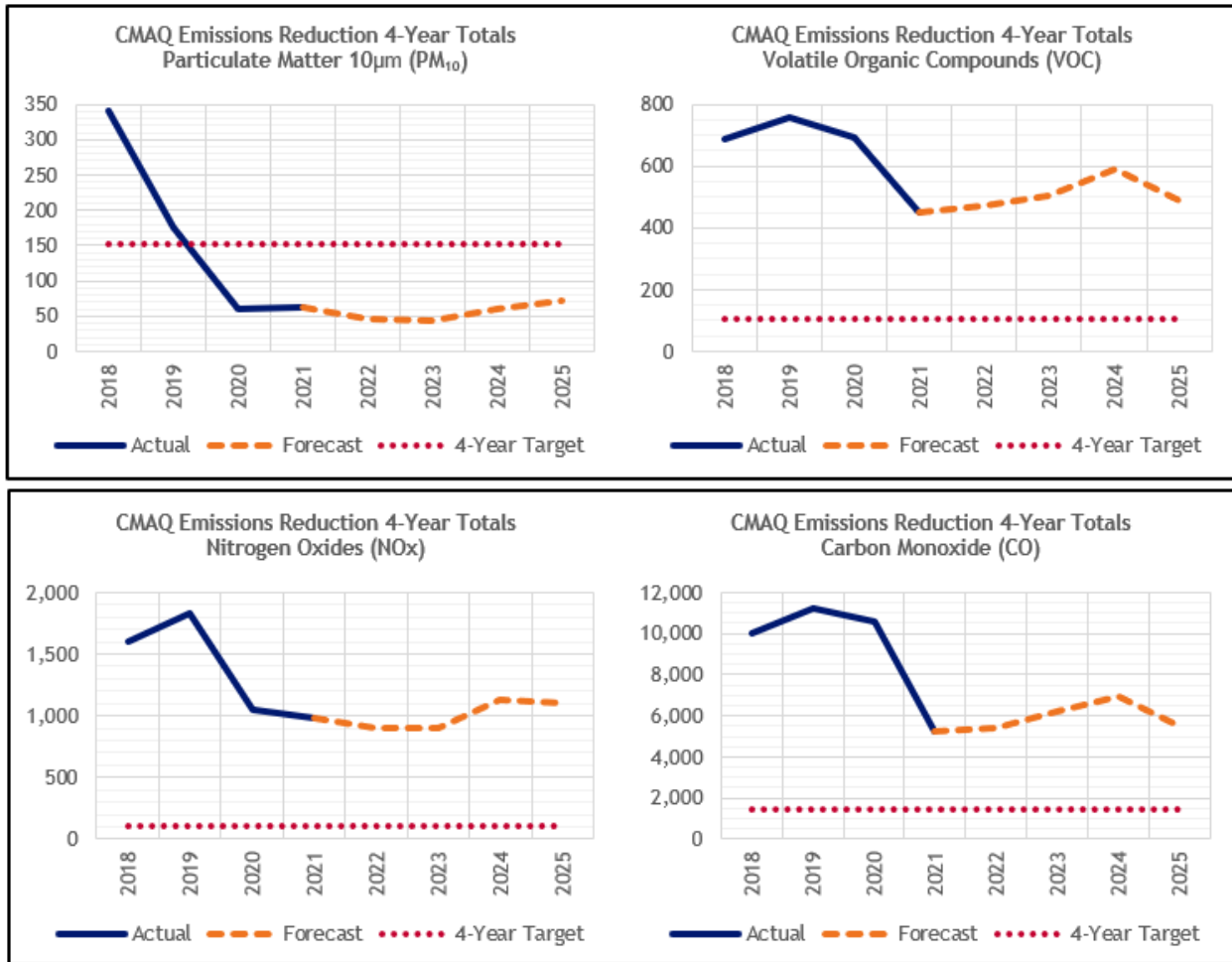
Condition Analysis & Significant Progress Determination

For the performance of the CMAQ program, CDOT has been coordinating with its local partners and the Regional Air Quality Council to develop standard guidelines for reporting accurate emission reduction benefits from CMAQ funded projects. During the initial performance period, the Department established a greenhouse gas unit within its planning division to look at the effect of transportation on greenhouse gas emissions. While not directly related to the CMAQ program, the solutions and policy initiatives from this unit will also help with ozone emissions throughout the state. Additionally, the state established the Nonattainment Air Pollution Mitigation Enterprise, which will allocate funding for projects that will help alleviate pollution effects in nonattainment areas and provide support to disproportionately impacted communities.

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Figure 26 – Historical Emission Reduction Benefits and Anticipated Forecast with Current Investment



During the mid-period evaluation, FHWA did not evaluate the emission reduction benefit performance measures.

MPO Targets and Current Condition

Only three of the five MPOs are in nonattainment or maintenance for CMAQ pollutants in the state. Only DRCOG was required to establish specific targets for projects administered by the MPO. Those targets matched the statewide targets as most of the CMAQ projects were within the DRCOG MPO boundary thus most of the benefits, are administered by DRCOG.

Risk and Resiliency

The Risk and Resilience Program at CDOT works to implement strategies to manage threats and create a more resilient transportation system. Risk and Resilience considerations are integrated into the Asset Management Program through the Transportation Asset Management Plan (TAMP). The new TAMP, which is currently in development, will continue to quantify and identify threats to transportation assets through a risk register and other risk management strategies, as well as include information about how CDOT considers extreme weather and

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resilience within lifecycle cost analysis and planning. The recent federal Infrastructure Investment and Jobs (IIJA) Act established the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program with formula and discretionary grant programs to fund resilience focused transportation investments. It is estimated that CDOT will receive \$98 million in formula funding over the next five years, and the Department plans to allocate funding toward resilience-focused projects identified in the 10-Year Plan. Many projects on the 10-Year Plan will address known risks and advance resiliency for Colorado's transportation system. However, the need is greater than CDOT's expected formula funds. CDOT is well-positioned to compete for PROTECT discretionary grants for resiliency and will likely look to leverage grant opportunities to increase funding to 10-Year Plan resilience investments.

PERFORMANCE MEASURES FOR TRANSIT

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

Mobility

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

Area	Measure	Objective
Environmental Impact	Percent and quantity of state transit fleet that are zero-emission vehicles (ZEV)	Work with other state departments, transit agencies, and electric utilities to meet the transit vehicle goals specified in the state's 2020 Electric Vehicle Plan to convert the state transit fleet to 100% ZEV by 2050, with an interim target of at least 1,000 ZEVs by 2030.
Multimodal Options	Bustang bus service ridership	Restore Bustang (I-25 and I-70 corridors) bus service ridership to pre-COVID-19 levels by the end of FY2020-21 and grow it 5% per year thereafter. A pre-COVID-19 level is defined as June 2021 ridership being equivalent to June 2019 ridership, knowing that an equivalent annual number is not attainable while COVID-19 is currently affecting service. June 2019 ridership was 19,189 passengers for the month, with a FY2018-19 total annual ridership of 238,000 riders.
Multimodal Options	Unlinked transit passenger trips for small urban and rural transit agencies	Increase unlinked passenger trips from small urban and rural transit agencies proportional to population growth levels from 2019 levels.

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Progress Toward Achievement of Objectives

CDOT is undertaking efforts around the environmental impact goal area. In CY2021, CDOT completed its Transit Zero Emission Vehicle Roadmap (Roadmap), in coordination with key stakeholder agencies. The Roadmap provides guidance to transit agencies, stakeholders, and the State on greenhouse gas (GHG) reduction planning and zero emission vehicle implementation to meet the fleet electrification objective. With CDOT’s leadership, education, and technical assistance regarding GHG emissions reductions and zero emission vehicles, transit agencies will play the central role in adopting new vehicle technologies when and where they make sense for their organizations and riders. Approximately 70 electric transit vehicles are in service across Colorado right now and more than 40 are in the process of being funded and purchased.

Bustang ridership is down coming out of COVID-19 related service shutdowns but has steadily increased since late-2020. In CY2021, Bustang provided nearly 95,000 trips. Additional routes and services are being planned and implemented, bringing this service within reach of more and more riders.

Unlinked passenger trips (UPT) for small urban and rural transit agencies is measured using data reported to the National Transit Database (NTD). Between 2018 and 2019, unlinked passenger trips increased from 15.9 million to 18.1 million. Due to COVID-19 related service shutdowns in CY2020 and changes to the way agencies handled collecting fares and/or counting passengers, UPT declined in 2020 to 12.3 million trips. UPT is expected to have increased again in CY2021.

Asset Management

This goal area includes small urban and rural agency assets as well as CDOT-owned Bustang and Bustang Outrider fleet vehicles. The performance measures and objectives are the same as those established by the FTA in its 2016 Transit Asset Management (TAM) Rule and incorporated into the 2018 Colorado DOT Transit Asset Management Group Plan (Group TAM Plan). The Group TAM Plan covers a four-year planning horizon (2018-2022); CDOT staff are updating it now for 2022-2026.

State of Good Repair (SGR) Performance Measures and Objectives for Capital Assets			
	Asset Category	Measure	Objective
Small Urban and Rural Assets	Rolling Stock	The percentage of revenue vehicles within an asset class that have either met or exceeded their useful life benchmark (ULB). ULB is the age at which an asset has reached the end of its economic useful life, specified in terms of asset age, mileage, and/or other factors	Less than or equal to performance levels in the Group TAM Plan
	Equipment	The percentage of service and maintenance vehicles (non-revenue) that have either met or exceeded their ULB	Less than or equal to performance levels in the Group TAM Plan

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	Facilities	The percentage of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale	Less than or equal to performance levels in the Group TAM Plan
Bustang & Bustang Outrider Assets	Rolling Stock	The percentage of revenue vehicles within an asset class that have either met or exceeded their (ULB).	No more than 10%
	Facilities	To be determined and incorporated in the future	N/A

Progress Toward Achievement of Objectives

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

CDOT staff select projects and make funding decisions through a call for projects process. Projects funded in the FY23-26 STIP were selected and prioritized using the performance measures and targets in the Group TAM Plan. Generally, the projects selected are focused on the replacement or addition of transit buses, cutaways, minivans, and vans and transit facilities, which make up approximately 83% of the total assets. The projects selected for funding are improving performance in the largest asset classes.

Small Urban & Rural Agencies: Percentage (%) of Assets Beyond SGR				Total # of Assets 2020
Asset Category	Asset Class	2019 Performance	2020 Performance	
Rolling Stock / Revenue Vehicles	AO – Automobile	21.43	34.38	32
	BR – Over-the-road Bus	17.95	20.51	39
	BU – Bus	24.81	20.05	404
	CU – Cutaway	24.61	24.38	320
	MV – Minivan	23.85	33.08	107
	OR – Other	12.50	20.83	24
	SB – School Bus	100.00	100.00	1
	SV – Sports Utility Vehicle	40.00	25.00	4
	TR – Aerial Tramway	83.82	87.32	71
Equipment	VN – Van	13.79	10.81	137
	Automobiles	63.64	57.14	49
Facilities	Trucks and Other Rubber Tire Vehicles	14.29	23.40	44
	Passenger/Parking Facilities	2.78	2.86	41
	Administrative/Maintenance Facilities	8.89	8.70	48

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

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Bustang & Bustang Outrider: Percentage of Assets Beyond SGR				Total # of Assets 2020
Asset Category	Asset Class	2019 Performance	2020 Performance	
Rolling Stock	BR – Over-the-road Bus	N/A	0.00%	31

PUBLIC REVIEW AND ADOPTION OF THE STIP

Public Involvement

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

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

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

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

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Statewide Transportation Improvement Program

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

Your Transportation Plan: The Home Stretch

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

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

WHERE WE'VE BEEN



WHO WE'VE REACHED



WHAT WE'VE HEARD | Statewide

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



Source: 2019 Your Transportation Plan MetroQuest Online Survey

WHY PROVIDE INPUT?

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

DON'T MISS YOUR CHANCE!

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

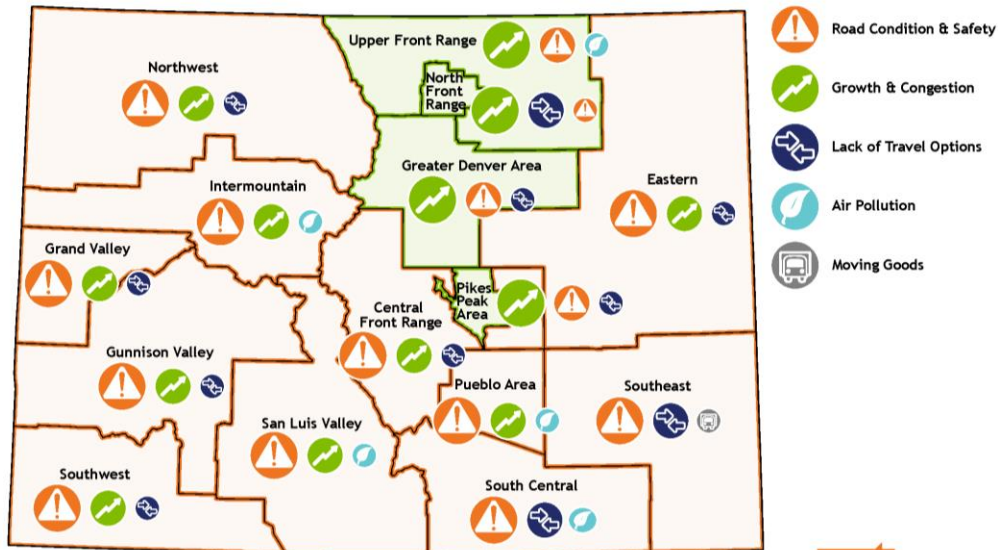
Take the online survey, engage with CDOT in-person at meetings and pop-ups across the state, or join a regional telephone town hall from the comfort of your home.

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



WHAT WE'VE HEARD | By Region

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



Source: 2019 Your Transportation Plan MetroQuest Online Survey



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During development of this FY2023 – FY2026 STIP, CDOT Region Planning staff met regularly with TPRs and County officials in their areas. Additionally, staff met monthly with the TPRs and MPOs at the Statewide Transportation Advisory Committee (STAC) meeting and the Statewide MPO meeting. These meetings allow communication amongst all of the TPRs and MPOs with CDOT and other planning partners. Discussions range from planning issues to funding to environmental concerns for the state.

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

Public Hearing and STIP Adoption

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

After the public review and comment period closes, the Commission takes action to adopt the STIP. Once adopted by the Commission and approved by both FHWA and FTA, the FY2023 - FY2026 STIP will go into effect on July 1, 2022 and remain in effect to June 30, 2026.

AMENDING THE ADOPTED STIP

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

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

STIP Amendment

A STIP Amendment is any major change to a Regionally Significant project, including addition to or deletion from the STIP, major change to cost, initiation dates, or scope, or a major change to STIP Program amounts or revenues. This type of change requires public review, re-

Executive Summary

Statewide Transportation Improvement Program

demonstration of fiscal constraint and Transportation Commission approval. Once the STIP amendment is approved by the Commission, it is forwarded to FHWA and FTA for their concurrence.

STIP Amendments will be processed as needed; however, STIP Amendments themselves occur rarely, due to the fact that most of the major transportation projects in Colorado are located within MPO boundaries. This means that the MPO will process an amendment to their TIP, and CDOT will then include the change administratively in the STIP after the MPO has adopted the change.

Administrative Modification

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

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

TIP Amendments

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

Reconciliation of the STIP

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

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

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

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STIP ACCOMPLISHMENTS and MAJOR PROJECTS

One of the primary purposes of the STIP is to provide transparency to the public for transportation projects across the state. More than just a list of projects, the STIP provides a bird's eye view of how vital a cohesive transportation system is for the movement of people and goods within and through Colorado. As we close out the *FY2022 – FY2023 STIP* it is important to note the accomplishments made during this STIP cycle.

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

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

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

The Project

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

Project Funding

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



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Statewide Transportation Improvement Program

I-25 North – Denver Union Station to SH14

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

Figure 1-1 Project Location Map



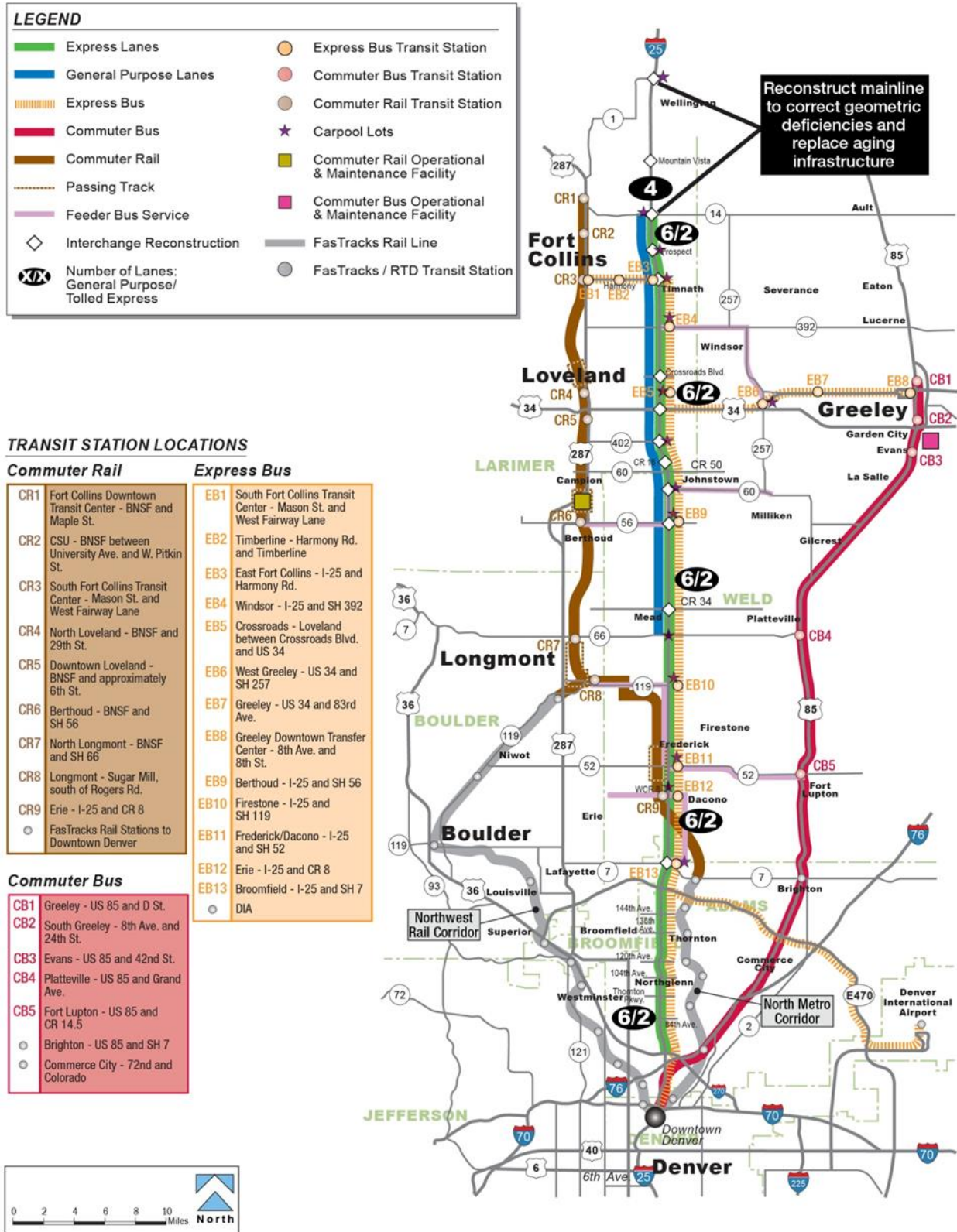
The Preferred Alternative identified in the Final Environmental Impact Statement (FEIS) widens I-25 with general-purpose (GP) lanes and tolled express lanes (TEs) and reconstructs or upgrades substandard interchanges and frontage roads. A total of 555 lane miles/61 linear miles of I-25 would be reconstructed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

cont. on next page

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Statewide Transportation Improvement Program

Figure 1-2 Preferred Alternative

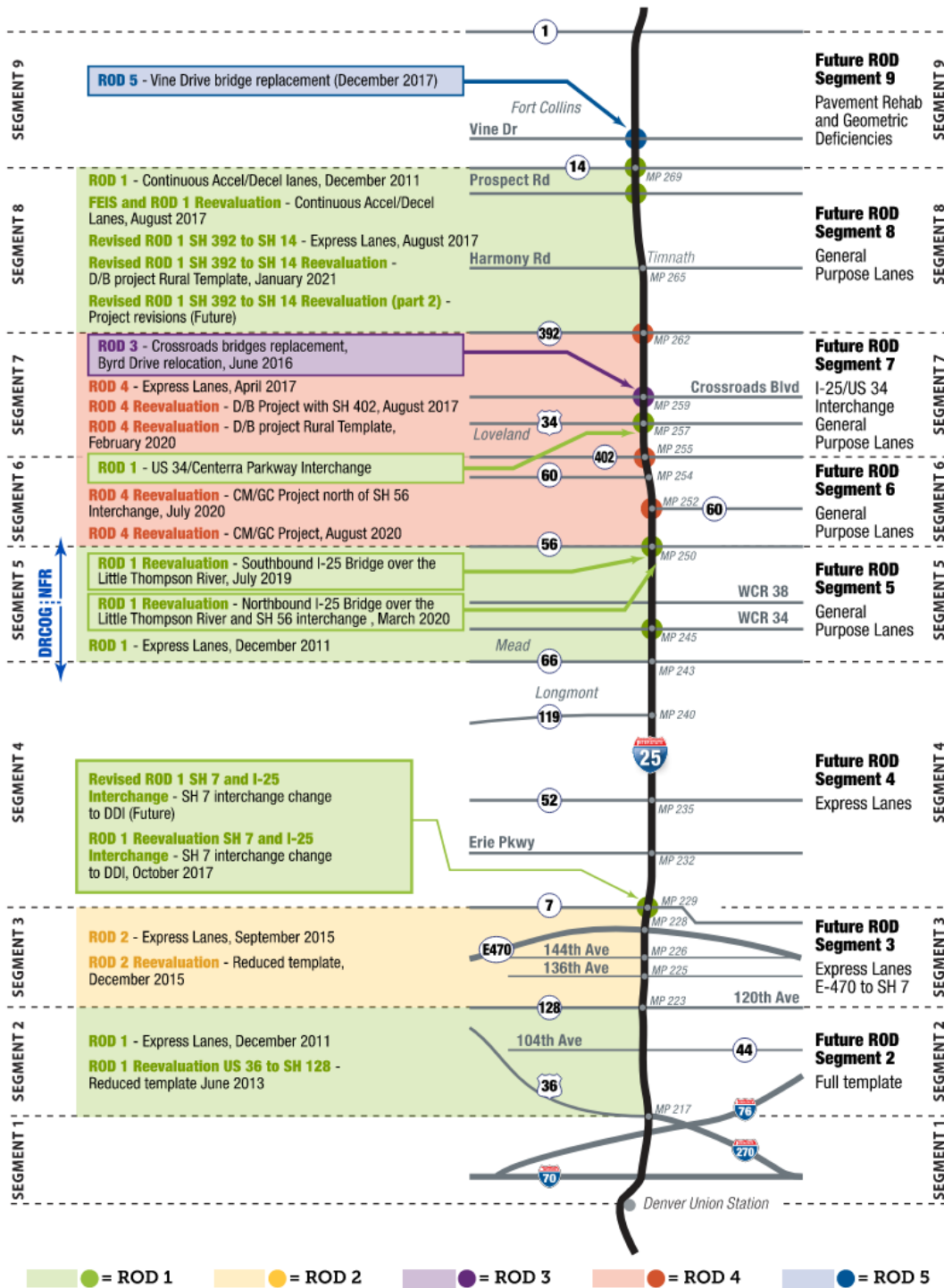


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Statewide Transportation Improvement Program

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

Figure 1-3 Segments and RODs



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North I-25 Corridor Segments

Segment 1: Denver Union Station to US 36

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

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

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

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

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

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

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

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

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

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

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

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

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

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Centerra-Loveland Mobility Hub

Image Source: Civitas, Schematic Design Package, July 2019

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

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

Segment 9: SH 14 to SH 1 (Unfunded)

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

Greenhouse Gas Rules

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

Completed and Discontinued/Delayed Projects

In Fiscal Year 2021, CDOT was able to complete 327 transportation projects with a total cost of \$878 million. In addition, CDOT discontinued or delayed 3 projects. The reasons for discontinuing or delaying a project vary widely as priorities change or expected funding falls short.

CONCLUSION

Colorado has prided itself with having a grassroots planning process since 1992, when the Colorado General Assembly passed legislation to transition the Department of Highways to the Colorado Department of Transportation. This change coincided with the federal authorization

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bill titled the Intermodal Surface Transportation Efficiency Act, or ISTEA, which was passed by Congress in 1991.

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

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

STIP Development Guidance and 4P Process Statewide Transportation Improvement Program

D R A F T

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

to be Adopted by Colorado Transportation Commission in May 2022

I. Introduction

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

II. Definitions

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

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

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

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

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

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

STIP Development Guidance and 4P Process

Statewide Transportation Improvement Program

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

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

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

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

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

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

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

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

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

“TIP” shall mean Transportation Improvement Program – A federally required, fiscally constrained prioritized listing/program of transportation projects covering a period of four years

STIP Development Guidance and 4P Process

Statewide Transportation Improvement Program

that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

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

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

III. Regulatory Guidance

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

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

IV. Planning and Programming Process

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

V. Statewide Transportation Plan

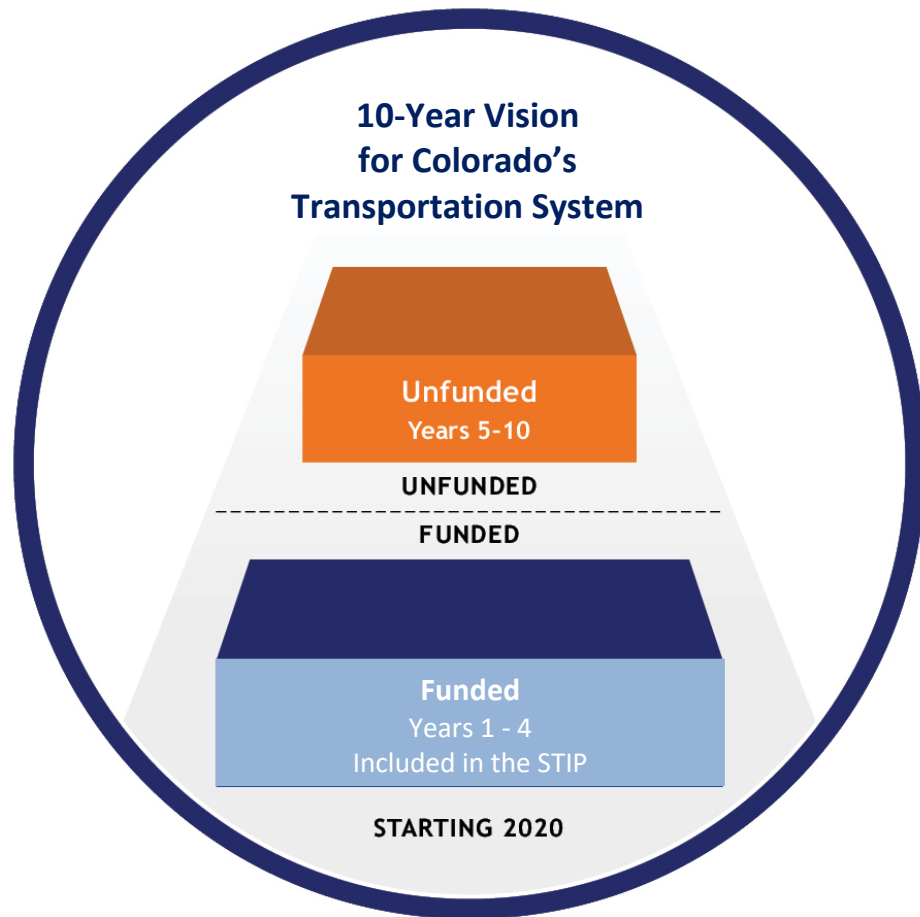
The Statewide Transportation Plan (SWP) outlines transportation needs, and goals and objectives over the next 20-plus years and provides a roadmap for transportation investments. It incorporates other long range plans including the Regional Transportation Plans (RTPs), modal plans (i.e. Transit, Bicycle/Pedestrian,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

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

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



VII. STIP

A. Framework

The STIP will be a rolling four-year plan which meets federal guidelines and regulations per 23 U.S.C. 134 and 135, and 23 CFR, Part 450, plus the corresponding transit regulations 49 U.S.C. 50 and 49 C.F.R. Part 613. The STIP will identify all Regionally Significant projects. Non-Regionally Significant projects will be grouped under STIP Pools. Both Regionally Significant and non-Regionally Significant projects can be identified outside of the STIP on Program Lists corresponding with specific legislative or CDOT program initiatives. The STIP will be developed annually, to include the addition of a year to maintain a full four year STIP period. Once every

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four years, concurrent with the Statewide Plan development cycle, the STIP will undergo a larger, more intensive development process to include a full review of the STIP and the 10-Year Vision to ensure priorities match the transportation needs of the state.

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

B. Four Year Work Program

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

C. Regionally Significant Projects

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

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

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

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

D. Non-Regionally Significant Projects

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



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E. STIP Amendments and STIP Administrative Modifications

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

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

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

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

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

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

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

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

VIII. STIP Development - 4P Process

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

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

A. TPR Coordination

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

The purpose of the TPR meeting is to review the projects in the Statewide Plan, the 10-Year

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

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

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

B. MPO Coordination

Federal statute and regulation establishes MPOs for urbanized areas with populations of more than 50,000. These areas in Colorado are the Denver Regional Council of Governments (DRCOG) MPO, the Pikes Peak Area Council of Governments (PPACG) MPO, the North Front Range MPO (NFRMPO), the Pueblo Area Council of Governments (PACOG) MPO and the Grand Valley MPO (GVMPO). MPOs are responsible for the development of the Transportation Improvement Program (TIP) for the MPO area. Anyone interested in participating in TIP development may contact their MPO directly. Projects identified for funding by CDOT are forwarded to the appropriate MPO for review and consideration for inclusion in the TIP.

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

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

Likewise, Federal regulations require the Governor to approve TIP amendments. In Colorado, the Governor has chosen to exercise their authority to delegate the approval of TIP amendments to the CDOT Executive Director. TIP amendments should be forwarded to the CDOT Region and CDOT Headquarters STIP Manager where a packet is prepared for the

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Executive Director's signature. Once the signature is obtained, a copy of the approval and packet is forwarded to FHWA/FTA for their concurrence.

C. Tribal Coordination

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

D. Air Quality Requirements

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

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

E. Greenhouse Gas Pollution Reduction Program

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

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

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

F. STIP Approval Process

1. Draft STIP

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

2. Public Notice and Comment Period

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

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

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

3. Adoption of the STIP

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

4. Distribution of the Adopted STIP

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

G. Schedule for the STIP Update Cycle

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

STIP Update Schedule	
MONTH	ACTIVITY
<i>September through January</i>	CDOT Regions meet with their TPRs and local officials
<i>January</i>	CDOT Regions enter STIP updates for inclusion in the draft STIP

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<i>February through May</i>	CDOT distributes Draft STIP for public review and comment
<i>April</i>	TC holds a statewide public hearing on the Draft STIP
<i>May</i>	TC adopts the Draft. Once adopted, the STIP is released to FHWA/FTA for their review and approval
<i>June</i>	FHWA and FTA approve STIP



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Key Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STIP Amendment Process

I. STIP Amendments

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

A. Regionally Significant Projects

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

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

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

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

B. Non-Regionally Significant Projects and Funding Program Pools

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

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

C. Timeline for Processing STIP Amendments

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

D. Emergency or Expedited Process for STIP Amendments

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

II. STIP Administrative Modifications

A. STIP Administrative Modifications include revisions which:

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

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

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

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

A. STIP Amendments:

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

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

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C. Administrative Modifications

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

TIP Processes in MPO Areas

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

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

A. MPO TIP Amendments

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

B. MPO Administrative Modifications

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

CDOT Guidance for Processing TIP/STIP Amendments, Administrative Modifications and the Annual STIP Update

Statewide Transportation Improvement Program

II. TIP/STIP Reconciliation

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

A. Purpose

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

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

B. Process

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

Transit Projects in the STIP and TIPs

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

I. Process

A. Urban Transit Projects

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

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

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

B. Rural Transit Projects

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

II. Roll-forwards for Unauthorized and Unobligated Funds

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

B. During STIP Development

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

III. During TIP Cycle Updates

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

Annual STIP Update

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

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

CDOT Guidance for Processing TIP/STIP Amendments, Administrative Modifications and the Annual STIP Update

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

I. Annual STIP Update Process – Incorporation of New Projects

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

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

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

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

Appendix A - TIP Amendment & Administrative Modification Guidelines

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

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

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

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

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

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

STIP Report

Statewide Transportation Improvement Program

OVERVIEW OF THE STIP REPORTS

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

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

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

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

Fields in the STIP include the following:

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

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

STIP Reports

Additionally, this report is split into two versions. Each version provides a different snapshot of the data included in the STIP. The full STIP Summary report shows all of the projects included in the FY2023 – FY2026 STIP. The Major Projects report shows data that is extracted from the full STIP report in Chapter 4.1. These reports should not be utilized for determining fiscal constraint. For Fiscal Constraint, please refer to the report provided in Chapter 5.

Below is a description of the three STIP project reports:

- The FY2023 - FY2026 STIP. This report lists all of the projects included in the current FY2023 - FY2026 STIP. This report is found under Chapter 4.1.
- The Major Projects report. This report is a subset report which includes all of the regionally significant, major projects across the state. This report is found under Chapter 4.2.



COLORADO
Department of Transportation

FY2023 - FY2026 STIP
All Projects
(Dollars in Thousands)

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
01	SDR6744	Region 1 CMAQ Pool	SDR6744.063	Parker / Quincy Smoky Hill Intersection Improvements	CDR	F	AQC	C	2,000				
			SDR6744.070	Santa Fe Dr. and Mineral Ave. Operational Improvements	CDR	F	AQC	C	6,366				
			SDR6744.075	120th Ave. Op. Imp: Washington St. to York St.	CDR	F	AQC	C	5,097				
			SDR6744.076	SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	CDR	F	AQC	C	4,000				
					RPP	S	SHF	C	1,000				
			SDR6744.093	FY21 R1 TRAFFIC CAMERA SYSTEM EXPANSION	SGN	S	SHF	M	7				
SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.131	US-6 at Frei Pit Entrance Resurfacing	SUR	F	NHPP	C					2,500	
		SR15215.167	I-70: Floyd Hill to Chief Hosa	SUR	F	NHPP	C	8,345					
					S	SHF	C	804					
		SR15215.177	SH72: I-70 to Indiana St	SUR	F	NHPP	R	149					
					S	SHF	R	30					
		SR15215.182	I-70: Wadsworth to Pecos Resurfacing	CBP	F	NHPP	C	1,500					
					SUR	F	NHPP	C	9,469				
					S	SHF	C	1,968					
		SR15215.184	I-76: York to Dahlia Roadway Reconstruction	PWQ	F	NHPP	C	771			540		
					S	SHF	C	192			135		
					SUR	F	NHPP	C	13,189				
					S	SHF	C	2,741					
		SR15215.188	SH-224: I-25 to US-6 Overlay	SUR	F	NHPP	C					5,600	
		SR15215.189	I-70: Chief Hosa to Colfax Ave	SUR	F	NHPP	C					9,500	
		SR15215.190	SH-8: Soda Lakes Rd to Bear Creek Blvd	SUR	F	NHPP	C					1,000	
		SR15215.191	I-76: Tennyson St to Clear Creek Bridge	SUR	F	NHPP	C					100	
		SR15215.192	SH-83: Stroh Rd to Hilltop Rd	SUR	F	NHPP	C					4,000	
		SR15215.193	SH-121: Chatfield Ave to Bowles Ave	SUR	F	NHPP	C					5,700	
		SR15215.194	SH-265: I-70 to US-6	SUR	F	NHPP	C					4,600	
		SR15215.195	US-287: I-70 to 92nd Ave	SUR	F	NHPP	C					6,600	
SR15500	SB1 MMOF Funds - DRCOG Controlled	SR15500.001	Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	MDF	L	L	C	8,815					
SR16682	R1 Hazard Elimination Pool	SR16682.118	R1 HSIP Pool	IHE	F	HSIP	C					16,000	
SR16684	R1 Traffic Signals Pool	SR16684.043	R1 Traffic Signal Pool	IGN	F	NHPP	C					3,000	
		SR16684.053	R1 FY23 Signal Replacement	SGA	S	SHF	C	3,000					
SR16712	R1 Bridge On System Pool	SR16712.096	Package A2 (I-25/I-270) Bridge Prevent MTC	CBP	F	NHPP	C	766					
		SR16712.098	Berthoud Pass Walls	CWP	S	SHF	C	594					
		SR16712.099	Annual Migratory Bird Treaty Act Nest Removal	CBP	F	NHPP	C	55					
					F	NHPP	M	74					
					S	SHF	M	6					
		SR16712.104	R1 Bridge On-System Pool	CBP	F	NHPP	C	483			6,966		
					IBR	F	NHPP	C				15,000	
		SR16712.105	R1 Bridge Deck Safety and Presv Program	CBP	S	SHF	M	41					
SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.086	R1 RPP Pool	IRP	S	SHF	C					17,500	
SR16720	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	SR16720.999	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	CDR	F	AQC	C	3,450					
					L	L	C	863					
SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.038	US-85: Highlands Ranch Pkwy to County Line Rd.	SUR	F	NHPP	C	3,000					
		SR17012.056	US 285 / Broadway Interchange Op Imp	MDR	F	STBG	C	3,700					
					L	L	C	525					
					RPP	S	SHF	C	400				
		SR17012.065	County Line Rd Capacity Improvements: Broadway to University	MDR	F	STBG	C	10,000					

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
							L	L	C	10,000			
			SR17012.072	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marke	MDR	F	STBG	M	44				
							L	L	M	11			
			SR17012.073	Broomfield Transit Needs Assessment & Pilot Project	MDR	F	STBG	E	160				
							L	L	E	40			
			SR17012.077	Transit Speed & Reliability on Federal Blvd.	MDR	F	STBG	M	700				
							L	L	M	100			
			SR17012.081	Spruce Mountain Rd. Bicycle and Pedestrian Imp: Perry Park t	MDR	F	STBG	C	400				
							L	L	C	111			
			SR17012.082	Ward Rd./BNSF Grade Separation: Preconstruction Activities	MDR	F	STBG	D	800				
							L	L	D	200			
			SR17012.083	JC-73: SH-74 to Buffalo Park Rd. Operational Improvements	MDR	F	STBG	C	6,996				
							L	L	C	1,875			
			SR17012.086	SH-7 Preliminary and Environmental Engineering	RPP	S	SHF	E	100				
SR17015	R1 DRCOG TAP Pool (TDR)		SR17015.008	Aurora Missing Sidewalk Program	TDR	F	STBG	C	1,965				
							L	L	C	920			
SR17030	I-25 Santa Fe Alameda Interchange Reconstruction		SR17030.999	I-25 Santa Fe Alameda Interchange Reconstruction	MDR	F	STBG	C	6,000				
							L	L	C	750			
SR17038	R1 Permanent Water Quality Pool		SR17038.005	Denver South Federal Green Blvd PWQ Project	PWQ	F	NHPP	C	1,383				
							S	SHF	C	345			
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.049	Galley Road Sidewalks	TPP	F	TAP	D	76		368		
							L	L	D	19		92	
			SPP6156.050	Shooks Run Trail Improvements	TPP	F	TAP	D			145		
							L	L	D			36	
			SPP6156.051	Mobile classroom to educate on Bike and Ped safety to School	TPP	F	TAP	M	136				
							L	L	M	34			
			SPP6156.052	Colorado Avenue Improvements	TPP	F	TAP	C				517	520
							L	L	C			129	130
SPP6726	Metro Pool		SPP6726.002	Colorado Springs Transit Planning & Admin	MPP	F	STBG	M	159		159	167	168
							L	L	M	33	33	34	35
			SPP6726.033	Ruxton Avenue Ped and Drainage Corridor Imp	MPP	F	STBG	C	706		2,235	620	
							L	L	C	146	464	129	
			SPP6726.034	Jackson Creek Pkway Expansion	MPP	F	STBG	C				1,500	
							L	L	C			258	
							TPP	F	TAP	C	300		
							L	L	C	77			
			SPP6726.041	31st St and Fontanero St Bridge Reconstruction	MPP	F	STBG	C	3,756				
							L	L	C	780			
			SPP6726.042	Bradley Road Widening	MPP	F	STBG	C	1,291		1,192		
							L	L	C		38		
			SPP6726.043	SH 67 Phase 1	MPP	F	STBG	C			1,462		
							L	L	C		487		
			SPP6726.044	ADA Compliance Program El Paso County	MPP	F	STBG	C			968		
							F	STBG	D	928			
							L	L	C		201		
							L	L	D	193			
			SPP6726.045	Link Rd.	MPP	F	STBG	C	800		964	962	962
							L	L	C	137	166	200	200
			SPP6726.046	Upper Glenway Road Reconstruction	MPP	F	STBG	C	145		846		
							L	L	C	30	175		
			SPP6726.047	MMT Metro Rides	MPP	F	STBG	M				471	472
							L	L	M			98	98
			SPP6726.048	Spruce Mountain Road Improvements	MPP	F	STBG	C				204	1,038

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
						L	L	C				42	216
			SPP6726.049	Judge Orr and Blue Gill Drive Intersection Improvements	MPP	F	STBG	C				1,321	710
						L	L	C				274	148
			SPP6726.050	Fountain ADA improvements	MPP	F	STBG	C					132
						L	L	D					38
			SPP6726.051	East End Manitou Ave Ped and Drainage Improvements	MPP	F	STBG	C				182	
						L	L	C				37	
			SPP6726.052	Woodmen Rd design and EA re-evaluation	MPP	F	STBG	C				2,441	
						L	L	C				507	
			SPP6726.053	Woodmen Rd : Sh 21 to 1000 ft east of Black Forest Rd.	MPP	F	STBG	C					4,432
						L	L	D					921
SPP7007	Us 24 West Improvemtns		SPP7007.999	Us 24 West Improvemtns	RPP	F	STBG	C				1,241	414
						S	SHF	C				258	86
SR25079	Region 2 Transportation Enhancement Reserves		SR25079.087	Westcliffe imprmts along Adams, Rosita, 2nd and 3rd Streets	TAP	F	TAP	C	880				
						L	L	C	220				
			SR25079.092	El Paso County ADA inventory for ADA improvements	TAP	F	TAP	M	300				
			SR25079.095	Raton Pass Wild Life Study	TAP	F	TAP	M	64				
						L	L	M	16				
SR25164	Bridge-On Pool		SR25164.073	Bridge repair N-17-D om I-25C	CBP	F	NHPP	D				358	
						S	SHF	D				74	
SR25216	Region 2 Surface Treatment Projects		SR25216.125	I-25 South Academy - Southbound only	SUR	F	STBG	C	5,795				
						S	SHF	C	1,204				
			SR25216.137	US50B Preventative Maintenance	SUR	F	STBG	C	571				
						S	SHF	C	118				
			SR25216.140	SH 160 La Veta Pass to Sh 12 Mp 278 to 295	SUR	F	STBG	C	827			382	
						S	SHF	C	172			79	
			SR25216.145	Us 24 West Surface treatment MP 291 to 297	SUR	F	STBG	C	786			2,952	
						S	SHF	C	163			613	
			SR25216.146	Preventative Maintenance US 287A/287B	SUR	F	STBG	C	1,531			170	
						S	SHF	C	318			35	
			SR25216.148	SH 207 Manzanola North	SUR	F	STBG	C	739				
						S	SHF	C	153				
			SR25216.149	SH 266A Rocky Ford to SH 109	SUR	F	STBG	C	1,725				
						S	SHF	C	358				
			SR25216.150	I25 Filmore to Garden of the Gods	SUR	F	STBG	C	3,080			1,655	
						S	SHF	C	640			344	
			SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	SUR	F	STBG	C	11,322			1,135	
						S	SHF	C	2,353			236	
			SR25216.152	Us 50A Preventative Maintenance MP 277 to 283	SUR	F	STBG	D	1,937				
						S	SHF	D	402				
			SR25216.153	US 24A Mill and Overlay Woodland Park to Divide	SUR	F	STBG	C	5,199			1,655	
						S	SHF	C	1,080			344	
			SR25216.154	I25 Mill and Overlay Butte Creek North	SUR	F	STBG	C	413			6,457	
						S	SHF	C	86			1,342	
			SR25216.155	SH 69A Mill and Overlay Hillside to Texas Creek	SUR	F	STBG	C	1,021				2,952
						S	SHF	C	212			613	
			SR25216.156	US 50B mill and overlay I25 to 36th lane	SUR	F	STBG	C	4,006			1,753	
						S	SHF	C	832			364	
			SR25216.157	US 50A Mill and Overlay Coaldale to Region 5	SUR	F	STBG	C				4,917	
						S	SHF	C				1,022	
			SR25216.158	SH109 minor surface rehab from MP 0 to 31	SUR	F	STBG	C	124				
						S	SHF	C	25				
			SR25216.160	US 50A Pueblo County Line to West of Purcell Blvd	SUR	F	STBG	C				9,388	

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	2024	2025	2026
						S	SHF	C		1,951		
			SR25216.161	SH 47A Preventative Maintenance	SUR	F	STBG	C		1,136		
						S	SHF	C		236		
			SR25216.162	US 24G Falcon Hwy to west of Elbert Rd	SUR	F	STBG	C		3,583		
						S	SHF	C		744		
			SR25216.163	I25 Midway North	SUR	F	STBG	C		5,454		
						F	STBG	D	165			
						S	SHF	C		1,133		
						S	SHF	D	34			
			SR25216.164	I-25 and US 50 B interchange	SUR	F	STBG	D		133		
						S	SHF	D		27		
			SR25216.165	Us 50 Las Animas Area Surface Treatment, ADA impr & Drainage	SUR	F	STBG	C	1,324	124		
						S	SHF	C	275	25		
SR26644	Hazard Elimination Pool		SR26644.101	City of Pueblo Dillon Roundabout	HLZ	F	HSIP	D	206			
SR26646	Traffic Signal Pool		SR26646.999	Traffic Signal Pool	SGA	S	SHF	D	1,500			
					SGN	S	SHF	C	245			
SR26710	Bridge-on Maintenance & Repair Pool		SR26710.048	Reg 2 Critical Culvert Project Region wide	CCP	S	FAS	C	1,532			
			SR26710.053	US 50 B West of Las Animas East	CBP	F	NHPP	C	1,322	287		
						S	SHF	C	275	59		
			SR26710.055	SH 12 P-17-F Bridge Repair	CBP	F	NHPP	C	82			
						S	SHF	C	17			
			SR26710.056	Sh 207A overlay	CBP	F	NHPP	C	82			
						S	SHF	C	17			
			SR26710.061	SH 385 Realignment and New Bridge Structure	CBP	F	NHPP	C	449			
						S	SHF	C	93			
			SR26710.062	Us 50A Preventative Maintenance	CBP	F	NHPP	C	662	66		
						S	SHF	C	137	13		
			SR26710.063	I25 Butte Creek North	CBP	F	NHPP	C	529	1,192		
						S	SHF	C	110	247		
			SR26710.064	SH69A Hillside to Texas Creek	CBP	F	NHPP	C	281			
						S	SHF	C	58			
			SR26710.065	US 50B - I 25 to 26th Lane	CBP	F	NHPP	C	1,370			
						S	SHF	C	284			
			SR26710.066	US 50 Coaldale to Region 5	CBP	F	NHPP	C	190			
						S	SHF	C	39			
SR26867	Regional Priorities Pool		SR26867.065	Us 50 B drainage improvements	RPP	F	STBG	C		817		
						S	SHF	C		172		
			SR26867.069	SH 21 corridor	RPP	F	NHPP	C	2,069	2,069	1,821	
						S	SHF	C		430	430	379
			SR26867.076	I-25 South from Circle to Fountain SH 94 Imprmnts	PWQ	F	NHPP	C	907			
			SR26867.080	US 50 east SE TPR	RPP	F	NHPP	C	2,885			
						F	STBG	C		1,201	147	
						S	SHF	C	599	249	30	
			SR26867.086	I-25 Dillon Frontage Road	RPP	F	NHPP	C	2,483			
						F	STBG	C			331	
						S	SHF	C	516		68	
			SR26867.098	US 285 Widening from SH 9 to 6th street	RPP	F	NHPP	C	2,446			
						S	SHF	C	508			
			SR26867.104	SH45 Study	RPP	F	STBG	D			413	
						S	SHF	D			86	
			SR26867.105	SH 67 North of Woodland Park	RPP	F	STBG	C		1,655		
						S	SHF	C		344		
			SR26867.107	SH 71 Intersection Improvements at SH 96 and CR G	RPP	F	STBG	C			620	207

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						S	SHF	C				129	43
			SR26867.108	US 50 at Sh 71/CR 18 Signal Installation	FSA	S	FAS	C	1,400				
			SR26867.113	Woodland Park Reliever Route Study	RPP	F	STBG	M				413	
						S	SHF	M				86	
			SR26867.114	Us 24 East	RPP	F	NHPP	C			2,069	2,069	
						S	SHF	C			430	430	
			SR26867.120	Safety and Operations I-25 South Academy to Circle/Lake	RPP	F	STBG	C					1,656
						S	SHF	C					344
			SR26867.121	US 24A shoulders/safety improvements	RPP	F	STBG	C					366
						S	SHF	C					76
			SR26867.122	CO 115 Shoulder / safety improvements Florence to Canon City	RPP	F	STBG	C					1,656
						S	SHF	C					344
			SR26867.123	I25 C Walsenburg Safety and Intersection Improvements	RPP	F	STBG	C					414
						S	SHF	C					86
			SR26867.124	US50 passing lanes between Las Animas and Hasty	RPP	F	STBG	C					124
						S	SHF	C					26
			SR26867.125	US 50B Colonia Ave North in Lamar - Concrete paving	RPP	F	STBG	C					497
						S	SHF	C					103
SR27002	Region 2 FASTER Safety Pool		SR27002.049	SH 115 Safety Improvements MP 25.5 to 40.5	FSA	S	FAS	C	1,600				
			SR27002.062	SH165A Guardrail project	FSA	S	FAS	C	176				
			SR27002.063	SH160 By Cr504 West of Walsenburg	FSA	S	FAS	C	1,196				
			SR27002.064	SH 69 Shoulder Widening & Rumble Strips	FSA	S	FAS	C	4,000				
			SR27002.068	Sh 115 and Broadway signal improvements in Penrose	FSA	S	FAS	C	160				
			SR27002.071	US 24 Signing Project from Manitou Springs to Ramah	FSA	S	FAS	C	68				
			SR27002.072	US 24 EB Passing Lanes MP 340-344	FSA	S	FAS	D	400				
			SR27002.073	Pueblo Signal Project at Pueblo Blvd and St Clair	FSA	S	FAS	C	116				
			SR27002.074	Region 2 Flatwork Improvements	FSA	S	FAS	D	56				
			SR27002.075	US 50 A Region 2 signal detection	FSA	S	FAS	D	35				
SR27011	Multi-Modal Options Funds		SR27011.017	El Paso County ADA improvements	IMF	S	MTF	C	500				
			SR27011.019	Hancock Sidewalk - Sandcreek to Academy Blvd	IMF	S	MTF	C	383				
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	RPP	S	SHF	C			2,000		
	SIN7022	I-70 Auxillary Lane East Frisco to Silverthorne	SIN7022.999	I-70 Auxillary Lane East Frisco to Silverthorne	RPP	F	NHPP	C			638		
						S	SHF	C			61		
	SNW3660	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	SNW3660.999	STEAMBOAT SPRINGS RURAL PM10 Nonattainment Area	CMA	F	AQC	M	210				
						L	L	M	43				
SR35217	Region 3 Surface Treatment Project		SR35217.028	US 40 Through Steamboat Springs	SUR	F	NHPP	C			2,069		
						S	SHF	C			430		
			SR35217.033	GWS RE Chipseal projects	SUR	F	STBG	C			4,139		
						S	SHF	C			860		
			SR35217.035	Grand Junction RE Chip Seals	SUR	F	STBG	C			1,109		
						S	SHF	D			230		
			SR35217.041	US 550 South of Montrose	SUR	F	NHPP	C	4,967				
						S	SHF	C	1,032				
			SR35217.091	Mountain Residency Chip Seals	SUR	F	STBG	C	165				
						S	SHF	C	34				
			SR35217.103	SH133 Bowie Resurfacing	SUR	F	STBG	C	300				
			SR35217.106	US 6 Clifton to Palisade	SUR	F	NHPP	C	869				
						S	SHF	C	180				
			SR35217.114	SH 13 Hamilton South	SUR	F	NHPP	C			2,069		
						S	SHF	C			430		
			SR35217.118	US 50 West of Delta Resurfacing	SUR	F	NHPP	C			7,202		
						S	SHF	C			1,497		
			SR35217.132	SH 92 Hotchkiss to Crawford	SUR	F	STBG	C	700				

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			SR35217.134	US 40 Craig West	SGN	S	SHF	U	55				
					SUR	F	NHPP	C	1,159				
						S	SHF	C	240				
			SR35217.135	I-70 Silverthorne to EJMT	CBP	F	NHPP	C	45				
						S	SHF	C	4				
					SUR	F	NHPP	C	1,459				
						S	SHF	C	140				
			SR35217.137	SH 82 AABC through Aspen	CBP	F	NHPP	C	67				
						S	SHF	C	16				
					SUR	F	NHPP	C	500				
			SR35217.143	SH 141B Mesa County	SUR	F	STBG	C			2,732		
						S	SHF	C			567		
			SR35217.144	US 24 Minturn South	SUR	F	NHPP	D	339				
						S	SHF	D	70				
			SR35217.145	SH 82 Snowmass Canyon	SUR	F	NHPP	C			5,795		
						S	SHF	C			1,204		
SR36607	Region 3 Region Priority Program		SR36607.004	SH 92 Austin to Hotchkiss Corridor	RPP	F	STBG	R	250				
						S	SHF	R	17				
			SR36607.008	SH 13	FSA	S	FAS	C	2,400				
					SUR	F	STBG	C	3,000				
			SR36607.011	US 40 Craig East to I-70	RPP	F	NHPP	C	1,000		3,200	2,256	
						S	SHF	C	257		750	468	
			SR36607.028	I-70 West Mountain Corridor PE	RPP	F	NHPP	D				1,550	
						S	SHF	D				149	
			SR36607.029	SH 82 Glenwood Springs to Aspen PE	TAP	F	TAP	C	1,000				
						L	L	C	250				
			SR36607.032	Region 3 Shoulder Pool	RPP	F	STBG	C				2,029	
						S	SHF	C			195		
			SR36607.036	US 550 Montrose South Impv	FSA	S	FAS	C	1,479				
					RPP	F	NHPP	C	4,125				
						S	SHF	C	1,000				
			SR36607.041	US6 Mesa County	SUR	F	NHPP	C	1,318				
			SR36607.042	I-70 Summit County	CBP	F	NHPP	C	928				
SR36608	Region 3 Bridge On System Program		SR36608.010	R3 - Culvert Repairs	CCP	S	FAS	C	1,929				
SR36693	Region 3 Hazard Elimination Program		SR36693.034	I-70 Median Cable Rail Install	HAZ	F	HSIP	C	1,055				
						S	SHF	C	117				
SR36700	Region 3 Traffic Signals Program		SR36700.999	Region 3 Traffic Signals Program	SGA	F	STBG	C	1,250		1,250		
						S	SHF	C	250		250		
SR37006	Region 3 FASTER Safety Projects		SR37006.010	Regional Intersection Improvement	FSA	S	FAS	C	2,000				
SR37011	Region 3 Wall Asset Management		SR37011.999	Region 3 Wall Asset Management	CWP	F	STBG	C			250		
						S	SHF	D			52		
04	SDR6717	DRCOG STP-Metro Pool - R4	SDR6717.022	23380-SH7 Multimodal Imp: 38th to Cherryvale	IMD	F	STBG	C	570				
						L	L	C	142				
						L	LO	C	712				
			SDR6717.024	23372-Downtown Boulder Station Improvements	IMD	F	STBG	C	316				
						L	L	C	65				
						L	LO	C	447				
SDR7007	Region 4 - DRCOG Area CMAQ Pool		SDR7007.025	23507-Coffman St. Busway	ICD	F	AQC	C	2,400				
					IMD	F	STBG	C	2,520				
					IRP	S	SHF	C	1,230				
			SDR7007.030	24337-Boulder- ATSPM & System Comm.	ICD	F	AQC	C	1,029				
						L	L	C	257				
			SDR7007.032	24906-CO119 & CO52 Transit Bypass Lanes	ICD	F	AQC	C	3,070				

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						L	L	C	3,630			
					IRP	S	SHF	C	1,700			
SNF5095	NFR Transp Alternative Program		SNF5095.005	23042-Poudre River Trail Realignment	ITN	F	TAP	C	15			
					TNF	F	TAP	C	257			
						L	L	C	160			
SNF5173	CMAQ Pool- North Front Range TPR		SNF5173.058	23045-Phase 3 Fiber	CNF	F	AQC	C	2,066			
			SNF5173.059	23048-Citywide Signal Timing	CNF	F	AQC	C	273			
						L	L	C	10			
SNF5788	NFR STP Metro Pool		SNF5788.049	23044-WCR74/WCR33 Roundabout	MNF	F	STBG	C	1,091			
						L	L	C	226			
						L	LO	C	1,953			
			SNF5788.050	23049-Widening 37th St/47th Ave	MNF	F	STBG	C	1,118			
						L	L	C	232			
						L	LO	C	2,018			
			SNF5788.054	24380- 83rd Ave Roadway Improvements	IMN	F	STBG	C	511			
					MNF	F	STBG	C	1,362			
						L	L	C	389			
						L	LO	C	2,859			
			SNF5788.055	37th St Widening	LOM	L	L	C	9,916			
			SNF5788.056	24715 - WCR 13 Alignment Improvements	IMN	F	STBG	C	1,187			
						L	LO	C	1,738			
					MNF	L	L	C	246			
						L	LO	C	1,644			
SR45218	Region 4 Surface Treatment		SR45218.001	23233-Project Admin (Pre-Con Activities)	SUR	S	SHF	D	1,800		1,800	
			SR45218.186	20986-SH7: 28th St - US287 mp52-60.2	CBP	F	NHPP	C	198			
						S	SHF	C	41			
					SUR	F	NHPP	C			3,071	
						S	SHF	C			638	
			SR45218.211	23603- SH 257 Windsor Resurfacing	CBP	F	NHPP	C	248			
						S	SHF	C	51			
					SUR	F	STBG	C	2,069			
						S	SHF	C	430			
			SR45218.213	23494-I76 Slabs and Diamond Grind MP66-73.9	ISB	S	267	C	11,362			
			SR45218.215	23513-US 385 North of Cheyenne Wells	ISB	S	267	C	14,039			
			SR45218.216	23509-SH52 Resurfacing Prospect Valle P2	ISB	S	267	C	4,652			
			SR45218.217	23468-I-76: East of Sterling	CBP	F	NHPP	C	322			
						S	SHF	C	31			
					ISB	S	267	C	8,046			
					SUR	F	NHPP	C	41			
			SR45218.218	22465-SH 138: Sterling North Part 2	CBP	F	NHPP	C	264			
						S	SHF	C	55			
					SUR	F	NHPP	C	4,531		5,816	
						S	SHF	C	942		1,209	
			SR45218.219	21472-SH 14B Cameron Pass East	CBP	F	NHPP	C	234			
						S	SHF	C	48			
					SUR	F	NHPP	C			2,905	
						S	SHF	D			603	
			SR45218.220	24063- US36B: Lyons South	FSA	S	FAS	C	490			
					SUR	F	NHPP	C	1,923		4,452	
						S	SHF	C	399		925	
			SR45218.221	24208- SH71: Region Line North	CBP	F	NHPP	C	66			
						S	SHF	C	13			
					SUR	F	NHPP	C	10,096		8,247	

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						S	SHF	C	2,098		1,714		
			SR45218.222	24418-1A: Wellington South	SUR	F	NHPP	C	1,346				
						S	SHF	C	279				
			SR45218.223	20960- US34/36 Resurfacing Estes Park	CWP	F	NHPP	C	324		19		
						S	SHF	C	67		4		
					SUR	F	NHPP	C	3,311		2,427		
						S	SHF	C	688		504		
			SR45218.224	24206- SH14C: Pawnee Pass-Sterling Part 2	CBP	F	NHPP	C	41				
						S	SHF	C	8				
					SUR	F	NHPP	C	882				
						S	SHF	C	153				
			SR45218.226	24200-US85C: Platteville North	SUR	F	NHPP	C	3,577		3,905		
						S	SHF	C	743		811		
			SR45218.227	24199- SH52A: Hudson East	SUR	F	NHPP	C			1,630		
						S	SHF	C			369		
			SR45218.228	24171-SH119 Nderland West to Roundabout	CBP	F	NHPP	C	25				
						S	SHF	C	5				
					FSA	S	FAS	C	2,500				
					SUR	F	NHPP	C	1,725		1,759		
						S	SHF	C	358		365		
			SR45218.230	20867-US 385 Holyoke North	SUR	F	NHPP	C	3,298				
						S	SHF	C	685				
			SR45218.232	18808-US 85 to O Street Business Surface	CBP	F	NHPP	C	372				
						S	SHF	C	77				
					SUR	F	NHPP	C	1,682				
						S	SHF	C	349				
			SR45218.234	23603-SH 257 Windsor Resurfacing Eastman to 34	SUR	F	NHPP	C	1,655		3,116		
						S	SHF	C	344		647		
			SR45218.235	24639-I-76 Diamond Grind MP 50-74, EB Lane 2	SUR	F	NHPP	C	874				
						S	SHF	C	70				
SR46598	Region 4 Bridge On System Pool		SR46598.060	22629-I-70 Agate Structure Rehab	CBP	F	NHPP	C			4,560		
						S	SHF	C			439		
			SR46598.061	23053-R4 Culvert Prioritization & Repairs	CCP	S	FAS	C	1,108		1,242	1,219	
			SR46598.062	23014 -Eastern Plains Timber Bridges Non-BE	CBP	F	NHPP	C	3,125				
						S	SHF	C	411				
			SR46598.063	24243- US 6 Timber Replacements B-27-A	CBP	F	NHPP	D			370	2,374	
						S	SHF	D			76	493	
			SR46598.064	22495-Boulder Polyester Overlay	CBP	F	NHPP	C	557				
						S	SHF	C	115				
			SR46598.066	SATBD-I-76:Lost and Bijou Creek	CBP	F	NHPP	C				1,468	
						S	SHF	C				141	
			SR46598.067	SATBD-SH:Beaver Creek	CBP	F	NHPP	C			745		
						S	SHF	C			154		
			SR46598.068	SATBD-SH 52:Rock and Antelope Creek	CBP	F	NHPP	C			298		
						S	SHF	C			61		
SR46600	Region 4 RPP Non-Regionally Significant		SR46600.071	21907-Peckham Grade Separated Intersection	RRC	F	RRX	C	1,827		1,837		
			SR46600.090	10001-R4 Interstate Funding Program	RPP	F	NHPP	D	2,078		2,078		
						S	SHF	D	200		200		
SR46606	Region 4 Faster Safety Pool		SR46606.070	10004-Intersection Safety Improvements	FSA	S	FAS	C	7,115				
			SR46606.101	24036-I-76 Cable Rail: MCR 11 East	FSA	S	FAS	C	500				
					IFS	S	FAS	C			6,500		
SR46666	Region 4 Hazard Elimination Pool		SR46666.060	21966-US287 (College Ave) & Trilby Road	FSA	S	FAS	C	786				
			SR46666.071	22456 US 287 & SH 52 Intresection Impv.	HAZ	F	HSIP	C	1,169				

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						S	SHF	C	129				
					IHE	F	HSIP	C			1,560		
						S	SHF	C			233		
			SR46666.073	24017- US 36 Guardrail	HAZ	F	HSIP	C	614				
						S	SHF	C	68				
					IHE	F	HSIP	C			171		
						S	SHF	C			19		
			SR46666.083	23895- Baseline Rd & Canyon Creek Rd.	HLZ	F	HSIP	C	173				
						L	L	C	19				
			SR46666.084	23928- Baseline Rd & Broadway, etc.	HLZ	F	HSIP	C	954				
						L	L	C	106				
			SR46666.085	23896-Timberline Rd/Lincoln Ave/Mulberry	HLZ	F	HSIP	C	1,523				
						L	L	C	169				
			SR46666.086	23897-US34&WCR 17 Traffic Sig. Upgrades	HLZ	F	HSIP	C	113				
						S	SHF	C	12				
			SR46666.087	23898-US 85 Business & 8th Ave	HLZ	F	HSIP	C	47				
						S	SHF	C	5				
			SR46666.088	23899- CR 38E & CR 73C	HLZ	F	HSIP	C	240				
						L	L	C	26				
			SR46666.089	23900- US 34 and Glade Rd	HLZ	F	HSIP	C	550				
						S	SHF	C	61				
			SR46666.091	24352- R4 Ped & Bicycle Safety Study	HAZ	F	HSIP	M	15				
						S	SHF	M	1				
			SR46666.092	24512-HWY 34 Business Intersections Improvement	IHE	F	HSIP	C			417		
						L	L	C			46		
			SR46666.093	24513-Backplate & Dilemma Zone Detections	IHE	F	HSIP	C			1,520		
						L	L	C			168		
			SR46666.094	24515-Intersections (Ped) Improvements	IHE	F	HSIP	C			382		
						L	L	C			42		
			SR46666.095	24516-Guardrail & HFST - Larimer County	IHE	F	HSIP	C			356		
						L	HSIP	C			39		
			SR46666.097	24798 - CO 392 & Weld CR 35	HAZ	F	HSIP	C	37				
						S	SHF	C	4				
					IGN	F	STBG	C			203		
						S	SHF	C			42		
					IHE	F	HSIP	C			2,493		
						S	SHF	C			277		
					SGN	F	STBG	C	203				
						S	SHF	C	42				
			SR46666.098	24797- Broadway and University Inter Improv.	IHE	F	HSIP	C			765		
						L	L	C			85		
SR46668	10006-Region 4 Traffic Signals Pool		SR46668.999	10006-Region 4 Traffic Signals Pool	SGA	S	FAS	C	1,500		1,500	1,331	
SR47020	R4 Transportation Alternatives Pool		SR47020.026	21888-Power Trail Grade Separation at Harmony Rd	TAP	F	TAP	C	800				
						L	L	C	200				
						L	LO	C	1,300				
			SR47020.035	23383-SH66 & WCR7 Pedestrian Underpass	ITD	F	TAP	C	1,255		825		
						L	L	C	314		206		
			SR47020.040	23637-Fall River Trail	TAP	F	TAP	C	95				
						L	L	C	23				
			SR47020.041	23629-47th St Sidewalk Improve (RRXing)	TAP	F	TAP	C	509				
						L	L	C	127				
			SR47020.043	23628-Limon Sidewalks Main St & SH24 N	TAP	F	TAP	C	320				
						L	L	C	80				

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	SSP4428	I-25 North Corridor - Denver to FC	SSP4428.012	21506-I-25: SH60 to SH14 Design Build	ISB	S	267	C	93,401		18,407		
			SSP4428.014	22831-N I-25: WCR 38 to SH 402 mp 247-255.23	FSA	S	FAS	C	5,994				
	SUF6543	N. Colorado Water Conservation District	SUF6543.999	N. Colorado Water Conservation District	LOM	L	L	D	1,305		1,340		
05	SR55062	R5 Enhancement Pool	SR55062.057	Del Norte Revitalization	TAP	F	TAP	C	570				
						L	L	C	142				
	SR55219	Region 5 Surface Treatment Pool	SR55219.025	US 24/285 Johnson Village North	SUR	F	NHPP	C	748				
			SR55219.106	US 550 Ouray to Ridgway	RPP	F	NHPP	C	223				
					SUR	F	NHPP	C	4,920				
			SR55219.111	US 285 N & S of SH 112	SUR	F	NHPP	C	100				
			SR55219.138	SH 149 MP 21-42, 70-92 RRST	SUR	S	SHF	C	507				
			SR55219.141	US 160 Four Corners to Aztec CR MP 0-8	SUR	F	NHPP	D	5,105				
			SR55219.142	US 160 Monte Vista East Resurf & ADA	SUR	F	NHPP	C	5,105				
			SR55219.146	US 160 W of Pagosa MP 135-144 ST	SUR	F	NHPP	C	4,750				
			SR55219.150	US160 Bayfield to Yellow Jacket Capeseal	SUR	S	SHF	D	80				
	SR56157	R5 Bridge Pool	SR56157.025	R5 Bridge, Culvert, Wall Repair, and Rehab	CBP	S	SHF	C	814				
	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.078	US 24 Johnson Village East Deer Fencing	HAZ	F	HSIP	C	60				
	SR57004	R5 FASTER Highway Safety Pool	SR57004.030	US 550 Connection to US 160	RPP	F	NHPP	C	2,486				
						S	SHF	C	516				
ST	SST5269	On-System Bridge Pool	SST5269.000	On-System Bridge Pool	BAP	F	NHPP	M	205				
					BTP	F	STBG	M	574				
			SST5269.999	On-System Bridge Pool	CBP	F	STBG	M	664				
	SST5273	Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.000	Statewide Intelligent Transportation Systems Program (TSMO)	ITI	F	STBG	M	8,279		8,279		
						S	SHF	M	1,721		1,721		
			SST5273.119	ITS EQUIPMENT UPGRADE AT EJMT	CTP	S	FAS	C	1,400				
	SST5274	Statewide Metro Planning Program	SST5274.000	Statewide Metro Planning Program	TRN	F	5303	M	2,493		2,543	2,594	2,594
			SST5274.004	DTD PPACG CPG	FTA	F	MPL	M	100				
						L	L	M	25				
	SST6727	5310 Rural	SST6727.000	5310 Rural	TRN	F	5310	M	729		743	758	758
						L	L	M	520		530	540	540
	SST6728	Statewide Transit USC Section 5304 Pool	SST6728.000	Statewide Transit USC Section 5304 Pool	TRN	F	5304	M	433		433	411	411
						L	L	M	105		105	105	105
	SST6729	Statewide Transit USC Section 5311 Pool	SST6729.000	Statewide Transit USC Section 5311 Pool	TRN	F	5311	M	13,541		13,811	14,715	14,715
						L	L	M	3,433		3,502	3,572	3,572
			SST6729.042	DRCOG - Transit Operating and Capital	TRN	F	5311	M	800		830	850	850
						L	L	M	600		620	650	650
			SST6729.043	Pueblo - SRDA Admin and Operating	TRN	F	5311	M	100		100	100	100
						L	L	M	28		28	28	28
			SST6729.044	NFR - Transport Maint Facility Repairs ARP	TRN	F	5311	M	4,800				
				NFR - Goods and Services for Snrs and Indv with Disabilities	TRN	F	5310	M	250		255	260	250
SST6731	5310 Large UZA		SST6731.024			L	L	M	63		64	65	65
			SST6731.029	MMT-PPACG Improve Mobility for Snrs and Indv w Disabilities	TRN	F	5310	M	450		560	144	144
						L	L	M	112		140	577	577
			SST6731.031	5310 - Denver Aurora	TRN	F	5310	M	1,800		1,800	1,800	1,800
						L	L	M	450		450	450	450
	SST6732	5310 Small UZA	SST6732.000	5310 Small UZA	TRN	F	5310	M	1,180		1,180	1,180	1,180
			SST6732.007	NFRMPO Mobility Management	TRN	F	5310	M	27		27	27	27
						L	L	M	7		7	7	7
			SST6732.012	PACOG - SRDA Vehicle Replacements	TRN	F	5310	M	56				
						L	L	M	18				
			SST6732.015	Pueblo - SRDA Operating	TRN	F	5310	M	85		85	85	85
						L	L	M	85		85	85	85
			SST6732.020	GVMPPO - Mesa County MOB	TRN	F	5310	M	60		61	62	62
						L	L	M	17		17	18	18

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
	SST6740	Statewide Transit USC Section 5309 Pool	SST6740.010	RTD Fixed Guideway Improvements, Upgrades and Maintenance	TRN	F	5337	M				20	20
						L	L	M				5	5
	SST6741	Statewide Transit USC Section 5307 Pool	SST6741.016	RTD-Preventive Maintenance: Transit Vehicle Overhaul & Mai	DIR	F	5307	M	70,900		73,000	150,400	150,400
						L	LO	M	29,400		30,300	62,400	62,400
			SST6741.028	Pueblo - Transit Operating Assistance	DIR	F	5307	M	2,092		2,092	2,092	2,092
						L	LO	M	1,418		1,418	1,419	1,419
			SST6741.086	NFR - Fort Collins Demand Response Paratransit Service	DIR	F	5307	M	437		400	400	400
						L	LO	M	656		600	600	600
			SST6741.101	NFR - Transfort Fixed Route Bus Service Including FLEX	DIR	F	5307	M	2,136		2,200	2,200	2,200
						L	LO	M	2,136		2,200	2,200	2,200
			SST6741.111	NFR - Fort Collins Maintain, Repair and Replace Assets	DIR	F	5307	M	1,934		1,090	1,090	1,090
						L	LO	M	483		272	272	272
			SST6741.112	NFR - Greeley GET Operating Assistance 50/50	DIR	F	5307	M	1,034		1,120	1,142	1,142
						L	LO	M	1,034		1,120	1,142	1,142
			SST6741.113	NFR - Greeley GET ADA Operations 80/20	DIR	F	5307	M	372		542	553	553
						L	LO	M	190		136	138	138
			SST6741.114	NFR - Greeley GET Preventative Maintenance 80/20	DIR	F	5307	M	1,029		1,049	1,070	1,070
						L	LO	M	257		265	271	271
			SST6741.121	NFR - Colt Fixed Route Operations	DIR	F	5307	M	340		340	340	340
						L	LO	M	340		340	340	340
			SST6741.127	PPACG - MMT Vehicle Purchase (7)	DIR	F	5307	M			485		
						L	LO	M			121		
			SST6741.129	PPACG - MMT Downtown Transit Center	DIR	F	5307	M	7,409				
						L	LO	M	1,852				
			SST6741.131	NFR - Loveland/COLT Capital Costs of Contracting	DIR	F	5307	M	193		193	193	193
						L	LO	M	48		48	48	48
			SST6741.133	Grand Valley - Urbanized Area Formula Operating	DIR	F	5307	M	1,987		2,027	2,068	2,068
						L	LO	M	1,987		2,027		
			SST6741.134	NFR - Loveland Maintain, Repair and Replace Assets	DIR	F	5307	M	211		211	211	211
						L	LO	M	52		52	52	52
	SST6803	DTD CMAQ Pool	SST6803.098	RTD Bus Purchases	CDR	F	AQC	M	1,000				
						L	L	M	250				
			SST6803.099	RTD - Micro Transit Service & Mobility Options: North I-25	ICD	F	AQC	M	388				
						L	LO	M	97				
	SST7005	DTD STP-Metro Pool	SST7005.010	NFR STBG RAQC PROJECT	MNF	F	STBG	M	25				
						L	L	M	5				
	SST7007	CMAQ NORTH FRONT RANGE POOL	SST7007.017	Transfort Electric Bus Purchase	CNF	F	AQC	M	2,798				
						L	L	M	582				
	SST7035	Faster Transit and Rail Division Funds	SST7035.000	Faster Transit and Rail Division Funds	BOP	S	FAS	M	2,150		2,150	2,150	2,150
					IFT	S	FAS	M	5		5	5,000	
					STL	S	FAS	M	3,000		3,000	3,000	3,000
					TRG	S	FAS	M	4,600		4,600	4,600	4,600
			SST7035.220	City of Fort Collins - Flex Regional Operating	IFT	L	LO	M				200	
						S	FAS	M				200	
					TRG	L	LO	M	200		200	200	200
						S	FAS	M	200		200	200	200
			SST7035.257	Mountain Metro - BOC Replacements	IFT	L	LO	M	175		175	175	
						S	FAS	M	700		700	700	
			SST7035.297	RTD - Bus Replacements	IFT	L	LO	M	750		750	750	
						S	FAS	M	3,000		3,000	3,000	
			SST7035.332	DRCOG - HST/FASTER Set Aside Fund Operating Projects	IFT	L	LO	M	325				
						S	FAS	M	325				
			SST7035.333	DRCOG - HST/FASTER Set Aside Fund Mobility Management Proj's	IFT	L	LO	M	65				

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
						S	FAS	M	260				
			SST7035.334	DRCOG - HST/FASTER Set Aside Fund Capital Projects	IFT	L	LO	M	39				
						S	FAS	M	158				
			SST7035.335	DRCOG - HST/FASTER Set Aside Fund Planning Projects	IFT	L	LO	M	2				
						S	FAS	M	8				
			SST7035.336	NFR - Outrider GET Poudre Express Greeley - Fort Collins	IFT	L	LO	M				365	
						S	FAS	M				200	
					TRG	L	LO	M	365		365	365	365
						S	FAS	M	200		200	200	200
SST7047	FTA 5339 Rural Grant Program		SST7047.000	FTA 5339 Rural Grant Program	TRN	F	5339	M	3,500		3,500	3,500	3k500
						L	L	M	875		875	875	875
SST7064	FTA 5339 Small UZA		SST7064.000	FTA 5339 Small UZA	TRN	F	5339	M	1,347		1,347	1,347	1k347
						L	L	M	365		365	365	365
						L	LO	M				365	
			SST7064.006	GVMPO - Bus Replacement(s)	TRN	F	5339	M	630		630	630	630
						L	L	M	157		157	157	157
SST7065	FTA 5339 RTD Large UZA		SST7065.002	RTD Capital Improvements: Bus and Facilities Funding	TRN	F	5339	M	6,540		6,730	6,940	6,970
						L	L	M	1,640		1,690	1,740	1,740
SST7066	FTA 5339 Fort Collins Large UZA		SST7066.028	NFR - Repair/Replace/Enhance projects related to Rolling Sto	TRN	F	5339	M	399		399	1,461	1,461
						L	L	M	100		100	365	365
SST7067	FTA 5339 Colorado Springs		SST7067.001	PPACG - MMT Fixed Route Vehicle Purchase	DIR	F	5339	M	708		715		
						L	L	M	177		178		
SST7071	FTA 5337 State of Good Repair - Denver Aurora		SST7071.000	FTA 5337 Denver-Aurora	DIR	F	5337	M	18,900		19,500	20,100	20,100
						L	L	M	4,750		4,900	5,100	5,100
					TRN	F	5337	M	18,900		19,500		
						L	LO	M	4,750		4,900		
SST7072	SB267 Transit		SST7072.011	GVRTA - Mobility Hub Planning	ISB	S	267	M	500				
			SST7072.012	GVRTA - US 6B North Avenue Enhanced Transit Corridor Study	ISB	S	267	M	500				
SST7073	5339 (b) Discretionary		SST7073.005	NFR - Loveland Repair, Replace, or Purchase Rolling Stock	TRN	F	5339	M	85			1,461	
						L	L	M	21			365	
SST7077	Multi-Modal Options Fund Pool		SST7077.007	PPACG - Hancock Sidewalk - Sand Creek Trail To Academy Blvd	IMF	L	LO	M	383				
						S	MTF	M	383				
			SST7077.009	PPACG - EPC ADA Asset Measurements and Construction Project	IMF	L	LO	M	500				
						S	MTF	M	500				
			SST7077.010	PPACG - Bus Stop ADA Compliance	IMF	L	LO	M	537				
						S	MTF	M	537				
			SST7077.015	PPACG - South Powers Boulevard Multimodal Corridor Study	IMF	L	LO	M	100				
						S	MTF	M	100				
SST7094	Weigh-in-Motion Program & Safety Enhancements		SST7094.001	Administration Costs	FR8	F	NHFP	M	800				
						S	SHF	M	200				
SST8000	Bridge Enterprise FASTER pool		SST8000.000	Bridge Enterprise FASTER pool	SSR	S	BE	C			16,000	12,948	39,300
						S	BE	D	200		1,600	1,320	3,930
			SST8000.122	R2 H-13-G U 285 over S. Fork S. Platte River in Park County	SSR	S	BE	C	13				
			SST8000.127	R1/R4: Eastern Plains Timber Bridge Replacement Program	SSR	S	BE	C	16,000				
			SST8000.130	R1 E-16-EO/EW Speer over I-25 ML and 23rd Ave in Denver	SSR	S	BE	C				30,000	24,149
						S	BE	D			4,000		
			SST8000.135	R5 P-12-A US285 over Rio Conejos Overflow in Conejos County	SSR	S	BE	C			5,240		
			SST8000.142	R2B2 (REGION 2 BRIDGE BUNDLE) (GRANT)	SSR	S	BE	C	12,200		9,218		
			SST8000.143	R2B2 (REGION 2 BRIDGE BUNDLE)(NON-GRANT)	SSR	S	BE	C	1,878				
			SST8000.144	R3 BE Vail Pass Various Structures	SSR	S	BE	C	8,800		21,618	12,400	3,900
			SST8000.147	R4 I-24-N US 40 ML over Draw in Lincoln County	SSR	S	BE	C			13,000		
			SST8000.150	R4 HOLYOAKE BRIDGE BUNDLE B-27-F, B-27-D, A-27-A	SSR	S	BE	C				12,700	
			SST8000.151	R3 F-06-A US 6 over ELK CREEK	SSR	S	BE	C				3,777	

CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
	SST8001	Central 70 - I-70 from I-25 to Chambers Rd	SST8001.999	Central 70 - I-70 from I-25 to Chambers Rd	SSR	S	BE	C	30,300				



CDOT Region	STIP ID	STIP ID Description	STIP WBS ID	STIP WBS Description	Funding Program	Fund Source	Fund Type	STIP Phase	2023	Rolled	2024	2025	2026
01	SR16720	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	SR16720.999	US-85/Vasquez Blvd. from I-270/E. 56th Ave to E. 64th Ave.	CDR	F	AQC	C	3,450				
							L	L	C	863			
							SR16720 Totals			4,313			
	SR17030	I-25 Santa Fe Alameda Interchange Reconstruction	SR17030.999	I-25 Santa Fe Alameda Interchange Reconstruction	MDR	F	STBG	C	6,000				
							L	L	C	750			
							SR17030 Totals			6,750			
02	SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	RPP	F	STBG	C			1,241	414	
							S	SHF	C			258	86
							SPP7007 Totals					1,500	500
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	RPP	S	SHF	C			2,000		
							SIN7021 Totals					2,000	
							SIN7022	I-70 Auxillary Lane East Frisco to Silverthorne	SIN7022.999	I-70 Auxillary Lane East Frisco to Silverthorne	RPP	F	NHPP
S	SHF	C			61								
SIN7022 Totals					700								
04	SUF6543	N. Colorado Water Conservation District	SUF6543.999	N. Colorado Water Conservation District	LOM	L	L	D	1,305		1,340		
							SUF6543 Totals			1,305		1,340	
							SSP4428	I-25 North Corridor - Denver to FC	SSP4428.012	21506-I-25: SH60 to SH14 Design Build 22831-N I-25: WCR 38 to SH 402 mp 247-255.23	ISB	S	267
SSP4428.014	FSA	S	FAS	C	5,994								
ST	SST8001	Central 70 - I-70 from I-25 to Chambers Rd	SST8001.999	Central 70 - I-70 from I-25 to Chambers Rd	SSR	S	BE	C	30,300				
SST8001 Totals									30,300				
Regionally Significant Projects Totals									142,063		22,447	1,500	500

Fiscal Constraint Report

Statewide Transportation Improvement Program

Reading the Fiscal Constraint Report

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

The Fiscal Constraint Report on the following page shows constraint by fiscal year for each year included in the FY2023 – FY2026 STIP.

NOTE:

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

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



FY2023 - FY2026
Fiscal Constraint Report
(in Dollars)

Source of Funding	Federal/State/Local	FY2023	FY2024	FY2025	FY2026
Federal Funds					
Federal Funds (Federal Gas Tax)	Federal	\$787,148,487	\$801,766,247	\$816,676,363	\$831,884,679
FTA (Federal Transit Administration)	Federal	\$38,051,765	\$38,242,824	\$38,434,788	\$38,627,662
Senate Bill 260 (Federal portion)	Federal	\$347,000,000	\$0	\$0	\$0
State Funds					
State Gas Tax	State	\$304,782,934	\$300,670,223	\$294,953,293	\$291,118,415
State Vehicle Registration	State	\$108,851,048	\$107,382,222	\$105,340,462	\$103,970,863
Other HUTF Funds	State	\$21,770,210	\$21,476,444	\$21,068,092	\$20,794,173
State FASTER Funds	State	\$84,814,781	\$105,384,299	\$116,760,060	\$118,740,060
Senate Bill 260 (general fund transfer)	State	\$700,000	\$3,100,000	\$110,100,000	\$107,000,000
Multi Modal (MTF/MTT) includes interest	State	\$222,900,442	\$55,988,320	\$67,055,953	\$19,509,734
Capital Construction	State	\$500,000	\$500,000	\$500,000	\$500,000
Bustang (FASTER Transit)	State	\$6,910,288	\$6,919,840	\$6,939,086	\$6,929,439
High-Performance Transportation Enterprise (HPTE)	Other	\$40,133,656	\$24,133,000	\$24,354,131	\$24,571,262
Bridge & Tunnel Enterprise (BTE)	Other	\$145,186,737	\$153,404,026	\$163,665,353	\$183,733,313
Clean Transit Enterprise (CTE)	Other	\$8,280,329	\$9,132,872	\$9,834,347	\$11,134,125
Non Attainment Area Air Pollution Mitigation Enterprise	Other	\$7,125,226	\$8,481,351	\$10,094,332	\$11,923,095
Local Funds-FHWA & FTA Local Funds	Local	\$45,480,511	\$46,364,490	\$41,996,648	\$41,092,274
	Total Revenue	\$1,517,723,940	\$1,485,181,279	\$1,484,112,522	\$1,484,112,522
	Total STIP'd	\$887,868,000	\$527,300,000	\$537,921,000	\$90,138,000
	Percentage STIP'd	58.50%	35.50%	36.25%	6.07%

Legend
Federal Funds
State Funds
Other

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

Reading the Added and Deleted/Completed Reports

What follows are reports that demonstrate the comparison between the FY2022 – FY2025 STIP and the FY2023 – FY2026 STIP. The FY2022 – FY2025 STIP became effective July 1, 2020, and will remain in effect until the Transportation Commission adopts the FY2023 – FY2026 STIP and it is approved by FHWA and FTA.

Added Projects

This report shows projects that are included in the FY2023 – FY2026 STIP, but were not programmed in the FY2022 – FY2025 STIP. These projects are considered “Added” as they are now qualified to receive funding in this new STIP cycle.

Completed / Deleted-Discontinued

This report shows projects that were included in the FY2022 – FY2025 STIP, but are not programmed in the FY2023 – FY2026 STIP. The reason for not including these projects in the new STIP is primarily because the project has been completed. However, there are some projects that were unable to receive all the funding necessary for completion or are no longer a priority in that corridor. Those projects are considered delayed or discontinued.



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.052	Colorado Avenue Improvements	\$0	\$0	\$649,880	Added
02	SPP6726	Metro Pool	SPP6726.002	Colorado Springs Transit Planning & Admin	\$0	\$0	\$202,497	Added
02	SPP6726	Metro Pool	SPP6726.045	Link Rd.	\$0	\$0	\$1,162,115	Added
02	SPP6726	Metro Pool	SPP6726.047	MMT Metro Rides	\$0	\$0	\$569,604	Added
02	SPP6726	Metro Pool	SPP6726.048	Spruce Mountain Road Improvements	\$0	\$0	\$1,253,214	Added
02	SPP6726	Metro Pool	SPP6726.049	Judge Orr and Blue Gill Drive Intersection Improvements	\$0	\$0	\$857,322	Added
02	SPP6726	Metro Pool	SPP6726.050	Fountain ADA improvements	\$0	\$0	\$170,078	Added
02	SPP6726	Metro Pool	SPP6726.053	Woodmen Rd : Sh 21 to 1000 ft east of Black Forest Rd.	\$0	\$0	\$5,352,795	Added
02	SPP7007	Us 24 West Improvemtns	SPP7007.999	Us 24 West Improvemtns	\$0	\$0	\$500,000	Added
02	SR26867	Regional Priorities Pool	SR26867.069	SH 21 corridor	\$0	\$0	\$2,200,000	Added
02	SR26867	Regional Priorities Pool	SR26867.107	SH 71 Intersection Improvements at SH 96 and CR G	\$0	\$0	\$250,000	Added
02	SR26867	Regional Priorities Pool	SR26867.120	Safety and Operations I-25 South Academy to Circle/Lake	\$0	\$0	\$2,000,000	Added
02	SR26867	Regional Priorities Pool	SR26867.121	US 24A shoulders/safety improvements	\$0	\$0	\$441,497	Added
02	SR26867	Regional Priorities Pool	SR26867.122	CO 115 Shoulder / safety improvements Florence to Canon City	\$0	\$0	\$2,000,000	Added
02	SR26867	Regional Priorities Pool	SR26867.123	I25 C Walsenburg Safety and Intersection Improvements	\$0	\$0	\$500,000	Added
02	SR26867	Regional Priorities Pool	SR26867.124	US50 passing lanes between Las Animas and Hasty	\$0	\$0	\$150,000	Added
02	SR26867	Regional Priorities Pool	SR26867.125	US 50B Colonia Ave North in Lamar - Concrete paving	\$0	\$0	\$600,000	Added
ST	SST8000	Bridge Enterprise FASTER pool	SST8000.000	Bridge Enterprise FASTER pool	\$0	\$0	\$43,230,000	Added
ST	SST8000	Bridge Enterprise FASTER pool	SST8000.130	R1 E-16-EO/EW Speer over I-25 ML and 23rd Ave in Denver	\$0	\$0	\$24,149,000	Added
ST	SST8000	Bridge Enterprise FASTER pool	SST8000.144	R3 BE Vail Pass Various Structures	\$0	\$0	\$3,900,000	Added



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SDR5055	US 85: C-470 to Castle Rock	SDR5055.999	US 85: C-470 to Castle Rock	\$166,943	\$166,943	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.046	Castle Rock Advance Detection ATSPM FY21	\$868,700	\$868,700	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.057	CDOT R1 Traffic Addaptive Feasibility Study	\$49,000	\$49,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.068	Havana St. Transit Improvements: Montview Blvd. to Dartmouth	\$674,475	\$674,475	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.069	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	\$1,851,854	\$1,851,854	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.078	DRCOG RTO Program (Regional Transportation Operations)	\$1,500,000	\$1,500,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.081	Denver Passive Pedestrian Detection	\$1,158,457	\$1,158,457	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.083	Northglenn ATSPM System FY21	\$1,200,000	\$1,200,000	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.084	Westminster Controllers & Switches FY21	\$445,855	\$445,855	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.085	Westminster ATMS Detection & Ptz	\$353,970	\$353,970	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.086	FY21 Thornton Travel Time Monitoring	\$125,408	\$125,408	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.089	FY21 R1 ADVANCE DETECTION ARAPAHOE ROAD	\$239,417	\$239,417	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.093	FY21 R1 TRAFFIC CAMERA SYSTEM EXPANSION	\$71,837	\$71,837	\$0	Completed
01	SDR6744	Region 1 CMAQ Pool	SDR6744.094	FY21 COMMERCE CITY ATSPM SYSTEM	\$208,650	\$237,000	\$0	Completed
01	SDR7024	Region 6 Safe Routes to Schoos Pool	SDR7024.013	Denver SRTS-CASA	\$382,753	\$382,753	\$0	Completed
01	SIN6313	R1 CTP Pool	SIN6313.001	EJMT Plenum Liner Repair	\$18,915	\$18,915	\$0	Completed
01	SIN6313	R1 CTP Pool	SIN6313.002	US 6 Tunnels Lighting and Liner	\$4,631,833	\$4,631,833	\$0	Completed
01	SIN6313	R1 CTP Pool	SIN6313.005	EJMT Drainage, Pumping, and Heat Trace	\$610,000	\$610,000	\$0	Completed
01	SIN6313	R1 CTP Pool	SIN6313.007	Clear Creek Liner Repair (US6)	\$400,000	\$400,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.002	I-25 and SH7 Interim Transit Improvement	\$1,500,000	\$1,500,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.003	US40_EMPIRE WILDLIFE CROSSING	\$800,000	\$800,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.004	I-70 GENESEE WILDLIFE CROSSING	\$800,000	\$800,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.005	US40 FLOYD HILL ROUNDABOUTS	\$900,000	\$900,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.006	I25 Greenland Wildlife Overpass	\$750,000	\$750,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.009	S Platte Trail at 285	\$150,000	\$150,000	\$0	Completed
01	SR10267	R1 SB-267 Funded Projects	SR10267.010	I-70 & Kipling DDI Study	\$168,186	\$168,186	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.002	South Federal Blvd Sidewalk Imp	\$192,400	\$192,400	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.003	Evans Ave Vision Zero Safety	\$167,400	\$167,400	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.008	CO 128 & US36 Bikeway Connection	\$370,000	\$370,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.011	Colorado Blvd Bicycle & Ped Imp	\$259,200	\$259,200	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.012	Mississippi Ave Vision Zero Safety	\$617,768	\$617,769	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.013	SH88/Federal Blvd Median Gaps	\$500,330	\$500,330	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.015	Broadway Corridor Multimodal Improvements	\$12,000,000	\$12,000,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.020	West Colfax Ped Safety & Infrastructure	\$300,000	\$300,000	\$0	Completed
01	SR12020	Safer Main Streets Pool	SR12020.026	112th/Uptown Ave Complete Streets & RR Safety	\$683,150	\$683,150	\$0	Completed
01	SR13322	R1 SB-1 Pool and Gap INFRA	SR13322.003	I-25 Gap Package 1	\$142,416	\$142,416	\$0	Completed
01	SR13322	R1 SB-1 Pool and Gap INFRA	SR13322.012	I-25 South Gap Pkg 3	\$6,751,148	\$6,751,148	\$0	Completed
01	SR15098	R1 Transportation Alternatives Program Pool	SR15098.038	Evergreen North Lake Trail	\$4,178,000	\$4,178,000	\$0	Completed
01	SR15098	R1 Transportation Alternatives Program Pool	SR15098.048	Lakewood: Wadsworth Shared Use Path	\$254,952	\$254,952	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.114	SH2 Resurfacing MLK to 52nd	\$20,719	\$20,719	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.123	Colfax Peoria to Sable	\$375,000	\$375,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.130	I-25, SH-86 to Castle Pines Pkwy.	\$8,265,183	\$8,265,183	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.141	SH85: Florida to I-25	\$51,075	\$51,075	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.157	SH88: Alameda Ave to Louisiana (was Hampden)	\$2,973,009	\$2,973,009	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.163	US6: SH119 to SH58/SH93	\$5,367,625	\$5,367,625	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.165	I-70 EB: Georgetown to Empire Junction	\$196,757	\$196,757	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.169	US36: 28th St to Table Mesa Dr	\$500,151	\$500,151	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.171	SH7: I-25 to US85	\$300,000	\$300,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.172	*SH121: I-70 to 65th Ave	\$4,786,612	\$4,786,612	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.173	US40: Genesee to CR-93	\$2,629,042	\$2,629,042	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.177	SH72: I-70 to Indiana St	\$180,000	\$180,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.178	SH93: US6 to 58th Resurfacing	\$100,000	\$100,000	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.179	US 85: I-76 TO 124TH AVENUE Resurfacing	\$104,893	\$104,893	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.181	SH83: E-470 to Arapahoe Rd	\$4,996,312	\$4,996,312	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.184	I-76: York to Dahlia Roadway Reconstruction	\$24,323,675	\$24,282,328	\$0	Completed
01	SR15215	R1 Surface Treatment Program Pool (Unassigned)	SR15215.186	US 287: I-70 to 92nd Resurfacing	\$600,000	\$600,000	\$0	Completed
01	SR15501	SB 260 Funded Projects in R1	SR15501.001	Burnham Yard	\$500,000	\$500,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.073	Various Intersection Improv. Aurora	\$2,138,600	\$2,138,600	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.079	US-36: Bikeway Ramp/Intersection Imps	\$210,000	\$210,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.081	CCD FY18 HSIP PKG 2	\$251,627	\$251,627	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.090	R1 WEST PRO SIG IMP FY19	\$67	\$67	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.094	Signal Upgrade @ Multi Locations on SH391 & Wadsworth	\$1,605,000	\$1,605,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.111	SH 121 Signal Package FY20	\$2,537,798	\$2,537,798	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.116	Right Turn Lane from SB Gun Club Rd onto E Hampden	\$130,000	\$130,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.119	Floyd Ave & S Elati St Intersection Imp	\$53,000	\$53,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.120	R1 Traffic Engr Support Services Task Or	\$299,983	\$299,983	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.121	I-25 and 8th Avenue Traffic Modeling Study	\$211,008	\$211,008	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.122	Alameda Avenue (SH 26B) Corridor Impr: Federal to Pecos	\$222,700	\$222,700	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.126	Federal Blvd & Amherst Ave HAWK Signal	\$235,000	\$235,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.128	COLORADO BLVD & ALAMEDA AVE HSIP FY 24	\$661,287	\$661,287	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.133	R1 Pedestrian Safety Analysis - 24732	\$355,000	\$355,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.134	SH88 (Bellevue) FEDERAL TO PRINCE MEDIAN	\$278,000	\$278,000	\$0	Completed
01	SR16682	R1 Hazard Elimination Pool	SR16682.135	58th and Kipling Pkwy Intersection Impr	\$450,000	\$450,000	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.038	US85: Sedalia to Daniel#s Park	\$2,054,000	\$2,054,000	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.055	R1 SW Signals FY23-24	\$428,572	\$428,572	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.056	R1 West Signals FY23-24	\$645,000	\$645,000	\$0	Completed
01	SR16684	R1 Traffic Signals Pool	SR16684.058	R1 SIGNAL CONTROLLER PHASE 5	\$250,000	\$250,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.009	R1 Bridge Essential Repairs	\$1,645,755	\$1,645,755	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.085	Region wide wall repair	\$820,964	\$820,964	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.097	FY23 Culvert Repairs R1	\$275,737	\$275,737	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.100	I-70 Bridge over Harlan	\$22,302,065	\$22,302,065	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.101	FY21 R1 Bridge Deck Rehab & Fiber	\$2,861,683	\$2,861,683	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.105	R1 Bridge Deck Safety and Presv Program	\$3,841,000	\$3,841,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.106	I-70 Over Ward Rd Bridge Replacement	\$1,300,000	\$1,300,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.107	R1 BRIDGE DECK SAFETY I-70 WB / KIPLING	\$200,000	\$200,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.109	R1 BRIDGE DECK SAFETY I70WB/20TH AVE	\$200,000	\$200,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.110	R1 BRIDGE DECK SAFETY I70EB/KIPLING	\$200,000	\$200,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.111	R1 BRIDGE DECK SAFETY I70EB/20TH AVE	\$200,000	\$200,000	\$0	Completed
01	SR16712	R1 Bridge On System Pool	SR16712.112	R1 Essential Wall Repairs FY22	\$649,116	\$649,116	\$0	Completed
01	SR16714	Denver Encampment Project	SR16714.999	Denver Encampment Project	\$1,000,000	\$1,000,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.001	Georgetown Gateway Visitors Center Upgrades	\$7,200	\$7,200	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.075	I-70 Mountain Corridor TDM	\$50,000	\$50,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.081	SH 5: Permafrost Improvements	\$1,500,000	\$1,500,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.085	R1 Maintenance On-Call Paving Support	\$1,000,000	\$1,000,000	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.087	NB I-225: I-25 to Yosemite	\$63,868	\$63,868	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.089	Zimmerman Metals: I-25 SB off-ramp at 58th MP215	\$3,449,485	\$3,449,485	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.092	US6:WADSWORTH PHASE 3 (SE/SW QUAD)	\$2,509,520	\$2,509,520	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.095	I-70 MTN CORRIDOR WQ MONITORING	\$100,000	\$100,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.096	R1 TIMP, I-25 and I-70 with Utility	\$500,000	\$500,000	\$0	Completed
01	SR16719	R1 Regional Priority Program (RPP) Pool	SR16719.097	I-25 Segment 2 Project Reporting	\$18,000	\$18,000	\$0	Completed
01	SR17001	R1 Bridge Off System Pool	SR17001.022	Comm City- Potomac St over O'Brien Canal	\$950,000	\$950,000	\$0	Completed
01	SR17001	R1 Bridge Off System Pool	SR17001.023	Chambers over Sand Creek	\$219,158	\$219,158	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.076	I-70: VSL (Variable Speed Limit) Concept of Operations	\$230,000	\$230,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.099	SH75: Bowles & Mineral Intersection Imp	\$266,617	\$266,617	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.101	Denver West Runaway Truck Ramp	\$900,000	\$900,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.103	I-70 VSL Concept of Operations & Implementation	\$9,008,000	\$9,008,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.105	C470 Ken Caryl Intersection Imp	\$3,794,901	\$3,794,901	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.113	Peoria St Intersection Improvements	\$533,000	\$533,000	\$0	Completed
01	SR17002	R1 FASTER Safety Projects Pool	SR17002.114	C-470 & Quincy Ramp Roundabouts	\$630,000	\$630,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.018	Wheat Ridge Wadsworth Blvd Widening: 35th Ave to 48th Ave	\$17,920,000	\$17,920,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.038	US-85: Highlands Ranch Pkwy to County Line Rd.	\$39,941,250	\$39,941,250	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.060	US 85 / 120th Ave Interchange Preconstruction Activities	\$12,600,000	\$12,600,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.062	104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction	\$2,000,000	\$2,000,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.071	US-287/120th Ave. Multimodal & Safety Study	\$600,000	\$600,000	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.089	Sheridan CMPI: Safe Stops Through Sheridan	\$118,150	\$118,150	\$0	Completed
01	SR17012	R1 STP-Metro Pool - DRCOG MPO Area	SR17012.099	100th Ave Multimodal Improvements	\$1,400,000	\$1,400,000	\$0	Completed
01	SR17013	R1 Safe Routes to School Program	SR17013.010	Thornton- Westgate Community School Sidewalk SRTS	\$23,390	\$23,390	\$0	Completed
01	SR17013	R1 Safe Routes to School Program	SR17013.018	Smith Elementary Denver Int Imp	\$145,471	\$145,471	\$0	Completed
01	SR17015	R1 DRCOG TAP Pool (TDR)	SR17015.013	P2P:Huntsman Gulch - Rigor Mortis Rapids	\$500,000	\$500,000	\$0	Completed
01	SR17038	R1 Permanent Water Quality Pool	SR17038.005	Denver South Federal Green Blvd PWQ Project	\$2,090,442	\$2,090,442	\$0	Completed
01	SR17043	WB I70 and 32nd Ave	SR17043.999	WB I70 and 32nd Ave	\$2,328	\$2,328	\$0	Completed
01	SR17049	US40: Berthoud Pass Emergency Pipe Repair	SR17049.999	US40: Berthoud Pass Emergency Pipe Repair	\$150,000	\$150,000	\$0	Completed
01	SR19112	R1 ADA Pool	SR19112.008	Region 1 ADA Curb Ramps Phase 6	\$1,030	\$1,030	\$0	Completed
01	SR19112	R1 ADA Pool	SR19112.012	R1 ADA CURB RAMPS PACKAGE 3 NORTH SUBURBAN	\$6,249,000	\$6,249,000	\$0	Completed
01	SSP4126	I-70 Mountain Corridor: DIA to Eagle County Airport	SSP4126.999	I-70 Mountain Corridor: DIA to Eagle County Airport	\$790,000	\$790,000	\$0	Completed
02	SPP6156	Pikes Peak Region Transportation Enhancements Pool	SPP6156.033	MMT routes 1 & 7 ped/transit access improvements	\$0	\$667,853	\$0	Completed
02	SPP6726	Metro Pool	SPP6726.038	Charter Oak Ranch Road	\$0	\$1,416,580	\$0	Completed
02	SR25079	Region 2 Transportation Enhancement Reserves	SR25079.068	Pueblo west-SDS Trail N Park	\$0	\$512,172	\$0	Completed
02	SR25079	Region 2 Transportation Enhancement Reserves	SR25079.089	Pike Ride	\$0	\$71,732	\$0	Completed
02	SR25164	Bridge-On Pool	SR25164.074	BPM SH 12 and SH 194, L-23-B, L-23-AH, P-17-A	\$0	\$161,310	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.114	US287 A MP 73 to 76.5	\$3,545,978	\$3,545,978	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.125	I-25 South Academy - Southbound only	\$14,400,000	\$14,400,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.136	US50A West of Texas Creek East	\$689,200	\$517,259	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.137	US50B Preventative Maintenance	\$2,650,000	\$2,642,605	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.138	US50B West of Las Animas	\$1,016,770	\$1,016,770	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.140	SH 160 La Veta Pass to Sh 12 Mp 278 to 295	\$1,462,501	\$10,902,126	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.145	Us 24 West Surface treatment MP 291 to 297	\$11,988,270	\$11,988,270	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.147	SH 96C Ordway to Arlington	\$498,930	\$498,930	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.148	SH 207 Manzanola North	\$1,790,307	\$1,790,307	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.149	SH 266A Rocky Ford to SH 109	\$4,177,383	\$4,177,383	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.151	Sh 96A Minor rehab Westcliffe to Wetmore	\$15,048,611	\$15,031,342	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.156	US 50B mill and overlay I25 to 36th lane	\$18,971,000	\$18,971,000	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.158	SH109 minor surface rehab from MP 0 to 31	\$920,000	\$955,510	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
02	SR25216	Region 2 Surface Treatment Projects	SR25216.159	N Academy, Briargate, Interquest and NORAD rehab on Ramps	\$371,300	\$371,300	\$0	Completed
02	SR25216	Region 2 Surface Treatment Projects	SR25216.166	SH160C from US 287 to SH100 & SH100 fr MP 0-5	\$678,821	\$6,834,096	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.074	US 24 Wilkerson Pass Safety Improvements	\$476,150	\$476,150	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.077	Safety Improvements at Sh83 and CR 404	\$500,000	\$500,000	\$0	Completed
02	SR26644	Hazard Elimination Pool	SR26644.085	Sh 16 and Sneffels new signal	\$19,065	\$19,065	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.054	Us 50 West of Texas Creek to Coaldale	\$180,000	\$180,000	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.056	Sh 207A overlay	\$552,835	\$552,835	\$0	Completed
02	SR26710	Bridge-on Maintenance & Repair Pool	SR26710.065	US 50B - I 25 to 26th Lane	\$3,200,851	\$3,200,850	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.060	Sh 160A /I-25C Ped-bike improvements in Walsenburg	\$249,102	\$249,101	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.062	I-25 Exit 11, Exit 8, Safety improvements Raton Pass	\$305,001	\$305,001	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.064	US 287 passing lanes	\$4,187,460	\$12,644,222	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.094	SH 21 -Powers and I-25 Water Quality improvements	\$851,268	\$851,268	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.098	US 285 Widening from SH 9 to 6th street	\$4,954,794	\$4,954,794	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.118	Sh 21 and Airport Rd DDI project	\$4,000,000	\$4,000,000	\$0	Completed
02	SR26867	Regional Priorities Pool	SR26867.119	I-25 at Exit 108 Improvements	\$449,998	\$449,998	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.031	US 50 B mp 352 to 357.45 add passing lane	\$153,094	\$153,094	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.045	US 285 and Sh 9 Intersection Improvement	\$2,741,956	\$8,991,956	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.046	US 50 West Guardrail Project	\$1,654,911	\$1,654,911	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.049	SH 115 Safety Improvements MP 25.5 to 40.5	\$2,100,000	\$4,500,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.055	SH115 at US 50 EB Ramp	\$279,000	\$279,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.058	US 50B Passing Lanes	\$595,097	\$595,097	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.068	Sh 115 and Broadway signal improvements in Penrose	\$760,000	\$760,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.069	Reg 2 center line rumble strip project	\$1,000,000	\$1,000,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.070	Reg 2 Pavement Marking Project	\$1,840,921	\$1,840,921	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.071	US 24 Signing Project from Manitou Springs to Ramah	\$2,524,525	\$2,524,525	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.072	US 24 EB Passing Lanes MP 340-344	\$400,000	\$400,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.073	Pueblo Signal Project at Pueblo Blvd and St Clair	\$200,000	\$200,000	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.074	Region 2 Flatwork Improvements	\$56,104	\$56,104	\$0	Completed
02	SR27002	Region 2 FASTER Safety Pool	SR27002.075	US 50 A Region 2 signal detection	\$35,000	\$35,000	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.004	ADA ramp in Walsenburg	\$80,615	\$80,615	\$0	Completed
02	SR27007	ADA Region2 Pool	SR27007.007	Sh 9 Fairplay and Alma ADA improvements	\$534,830	\$534,830	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.008	SH 115 Reconstruction Mp 26-34	\$40,566,487	\$40,566,487	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.012	SH 67 from Sh 96 to Florence Design & Const	\$5,625,000	\$5,625,000	\$0	Completed
02	SR27010	SB 1-2018 & FY 20-21 267 & 260 Design funds & Construction	SR27010.013	I-25, CO 16, CO 24 EPC bridges design	\$0	\$5,000,000	\$0	Completed
02	SR27011	Multi-Modal Options Funds	SR27011.013	South Powers Blvd Multimodal Corridor Study	\$100,000	\$500,000	\$0	Completed
03	SGJ5028	I 70B 24 Rd. to 15 Street	SGJ5028.999	I 70B 24 Rd. to 15 Street	\$11,728,551	\$3,896,107	\$0	Completed
03	SIN7021	I-70 West Vail Pass Aux Lane	SIN7021.999	I-70 West Vail Pass Aux Lane	\$4,543,622	\$2,883,477	\$0	Completed
03	SNW7001	Routt County Rural PM10 Nonattainment Area	SNW7001.999	Routt County Rural PM10 Nonattainment Area	\$67,013	\$67,012	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.004	Aspen SH 82	\$27,000	\$16,907	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.035	Grand Junction RE Chip Seals	\$1,425,000	\$85,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.041	US 550 South of Montrose	\$13,494,300	\$12,305,382	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.045	I-70 W. Vail Pass Paving	\$1,436,470	\$1,436,478	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.091	Mountain Residency Chip Seals	\$287,000	\$17,355	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.095	I-70 Parachute to Rifle	\$7,096,211	\$7,086,987	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.098	SH 92 West of Austin	\$2,488,120	\$2,488,120	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.106	US 6 Clifton to Palisade	\$7,164,266	\$6,411,592	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.117	Region 3 ADA Improvemets	\$1,044,000	\$746,258	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.125	SH 149 Lake City to Mineral City Line	\$380,000	\$12,480,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.130	SH 125 Walden North	\$7,770,000	\$7,100,821	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
03	SR35217	Region 3 Surface Treatment Project	SR35217.132	SH 92 Hotchkiss to Crawford	\$8,881,511	\$9,031,511	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.134	US 40 Craig West	\$9,981,823	\$8,641,563	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.135	I-70 Silverthorne to EJMT	\$11,050,000	\$11,767,827	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.137	SH 82 AABC through Aspen	\$11,413,039	\$11,413,039	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.141	US 50 Olathe North	\$221,000	\$221,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.142	SH 141B I-70B to D Rd	\$75,000	\$75,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.143	SH 141B Mesa County	\$3,365,000	\$7,015	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.144	US 24 Minturn South	\$910,000	\$910,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.146	SH 9 South of Breckenridge	\$115,000	\$115,000	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.149	US 50 Montrose West	\$65,000	\$145	\$0	Completed
03	SR35217	Region 3 Surface Treatment Project	SR35217.153	SH 141 Gateway North	\$100,000	\$100,000	\$0	Completed
03	SR35771	R3 BRIDGE OFF SYSTEM	SR35771.027	Mesa County MESA34-F.9A CY 17	\$0	\$952,000	\$0	Completed
03	SR35771	R3 BRIDGE OFF SYSTEM	SR35771.033	Steamboat Springs Soad Creek Bridges	\$674,413	\$625,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.003	SH 50 PE Corridor Montrose to Sargents	\$46,036	\$46,036	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.004	SH 92 Austin to Hotchkiss Corridor	\$702,500	\$702,500	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.008	SH 13	\$34,400,000	\$31,990,995	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.024	US 6A Fruita to I-70B	\$1,300,000	\$1,300,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.027	US 6 Clifton I-70B to Palisade	\$1,200,000	\$1,400,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.029	SH 82 Glenwood Springs to Aspen PE	\$2,750,000	\$3,500,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.036	US 550 Montrose South Impv	\$9,104,251	\$510,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.038	I-70 Garfield County Interchanges	\$750,000	\$281,000	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.041	US6 Mesa County	\$11,010,593	\$10,830,766	\$0	Completed
03	SR36607	Region 3 Region Priority Program	SR36607.042	I-70 Summit County	\$33,702,611	\$33,702,611	\$0	Completed
03	SR36608	Region 3 Bridge On System Program	SR36608.010	R3 - Culvert Repairs	\$3,925,215	\$3,222,761	\$0	Completed
03	SR36608	Region 3 Bridge On System Program	SR36608.024	Region 3 Timber Bridge Repair	\$10,000	\$10,000	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.034	I-70 Median Cable Rail Install	\$4,286,713	\$4,681,949	\$0	Completed
03	SR36693	Region 3 Hazard Elimination Program	SR36693.039	R3 Intersection Conflict Warning System	\$325,000	\$115,686	\$0	Completed
03	SR36700	Region 3 Traffic Signals Program	SR36700.999	Region 3 Traffic Signals Program	\$4,645,251	\$1,498,272	\$0	Completed
03	SR36711	Region 3 Rockfall Mitigation Program	SR36711.999	Region 3 Rockfall Mitigation Program	\$2,237,485	\$2,236,962	\$0	Completed
03	SR37000	R3 Transportation Comm Contingency	SR37000.011	ER I-70 Glenwood Canyon Rockfall MP 125	\$4,986,600	\$4,986,600	\$0	Completed
03	SR37000	R3 Transportation Comm Contingency	SR37000.027	I-70 GW Canyon Mud Slides	\$28,054,954	\$25,776,061	\$0	Completed
03	SR37002	Tunnels-R3	SR37002.002	I-70 Hanging Lake Tunnel	\$100,000	\$100,000	\$0	Completed
03	SR37006	Region 3 FASTER Safety Projects	SR37006.010	Regional Intersection Improvement	\$2,250,000	\$250,000	\$0	Completed
03	SR37006	Region 3 FASTER Safety Projects	SR37006.011	I-70 Game Fence	\$2,050,000	\$2,050,000	\$0	Completed
03	SR37008	Region 3 Operations Funding	SR37008.999	Region 3 Operations Funding	\$499,809	\$499,809	\$0	Completed
03	SR37010	Region 3 Trans Alternative Program	SR37010.012	US40 West Sidewalk Connection-Steamt	\$1,429,500	\$1,429,500	\$0	Completed
03	SR37011	Region 3 Wall Asset Management	SR37011.999	Region 3 Wall Asset Management	\$1,502,879	\$1,140,000	\$0	Completed
03	SR37015	Region 3 Multimodal Option Fund	SR37015.011	Craig - Yampa Avenue Sidewalk	\$578,837	\$480,000	\$0	Completed
03	SR37016	Region 3 Main Street Grant Projects	SR37016.001	Montrose Mainstreet project	\$2,500,000	\$258,400	\$0	Completed
03	SR37016	Region 3 Main Street Grant Projects	SR37016.003	Avon Mainstreets award	\$2,500,000	\$147,120	\$0	Completed
04	SDR6717	DRCOG STP-Metro Pool - R4	SDR6717.023	23393-South Boulder Road At-Grade Crossing Improvements	\$1,003,750	\$1,003,750	\$0	Completed
04	SDR6717	DRCOG STP-Metro Pool - R4	SDR6717.028	24727-US287 BRT Feasibility & Safety Study	\$301,969	\$301,969	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.191	22845-US85: South of Platteville NB & SB	\$1,654,276	\$1,654,276	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.193	21850-I-76 & US 34 Ft Morgan Area Resurfacing	\$1,987,576	\$1,987,576	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.196	21851-US36D: Last Chance West 130-135.8	\$1,926,937	\$1,926,937	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.207	23169-SH 52:Prospect Valley E Phase 1	\$3,564,370	\$3,564,370	\$0	Completed
04	SR45218	Region 4 Surface Treatment	SR45218.214	21854-SH 385: Phillips/Yuma CL South	\$899,433	\$899,433	\$0	Completed
04	SR46598	Region 4 Bridge On System Pool	SR46598.054	20952-I-25 RR Bridge Preventative Maintenance	\$875,923	\$875,923	\$0	Completed
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.042	20854-SH86: West side of Elizabeth Intersection	\$1,000,000	\$1,000,000	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.085	22975-US40/US 287 Passing Lane Design & Construction	\$2,768,183	\$2,754,787	\$0	Completed
04	SR46600	Region 4 RPP Non-Regionally Significant	SR46600.091	23532-Statewide 2D Quick Checks	\$40	\$40	\$0	Completed
04	SR46606	Region 4 Faster Safety Pool	SR46606.045	19664-SH14 "S" Curve in Sterling	\$508	\$508	\$0	Completed
04	SR46606	Region 4 Faster Safety Pool	SR46606.072	21866-SH14:B Safety Assessment Projects mp 62-103	\$1,070,215	\$1,070,215	\$0	Completed
04	SR47007	Region 4 MMOF Pool	SR47007.011	23943-Division St Sidewalk Construction	\$248,226	\$248,226	\$0	Completed
05	SR55062	R5 Enhancement Pool	SR55062.059	Manassa Sidewalks MMOF	\$613,599	\$613,599	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.014	Resurfacing Design	\$219,386	\$219,386	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.106	US 550 Ouray to Ridgway	\$18,528,840	\$17,528,840	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.111	US 285 N & S of SH 112	\$3,525,101	\$4,025,101	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.125	US 160 Pagosa Reconstruct	\$1,570,000	\$1,110,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.133	SH17 MP 84.5 to 118.5	\$2,611,702	\$2,611,702	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.138	SH 149 MP 21-42, 70-92 RRST	\$16,653,863	\$16,654,622	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.140	SH 141 N of Naturita Rural Road Overlay	\$302,799	\$302,799	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.141	US 160 Four Corners to Aztec CR MP 0-8	\$31,544,837	\$29,346,593	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.142	US 160 Monte Vista East Resurf & ADA	\$14,535,000	\$13,971,421	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.144	US 160 West & Cortez PCCP Rehab/Grind	\$550,000	\$550,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.145	SH145 Dolores Rico US160 Cortez Htr RePav	\$600,000	\$600,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.146	US 160 W of Pagosa MP 135-144 ST	\$9,321,000	\$9,331,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.147	CO145 MP16-33 Dolores North RRST	\$150,000	\$150,000	\$0	Completed
05	SR55219	Region 5 Surface Treatment Pool	SR55219.148	CO151 RRST	\$100,000	\$100,000	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.020	US 160 McCabe Creek Pagosa	\$80,000	\$80,000	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.025	R5 Bridge, Culvert, Wall Repair, and Rehab	\$6,172,069	\$3,955,450	\$0	Completed
05	SR56157	R5 Bridge Pool	SR56157.027	R5 Wall Pool	\$873,974	\$672,758	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.066	US 160 Elmores Cmr to Gem Vil	\$358,000	\$358,000	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.067	US 160 Passing Lanes MP 126.2 to 128.5	\$360	\$360	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.076	US 160 Trinchera Safety Mitigation	\$670,000	\$670,000	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.077	R5 Regional Chain Stations	\$1,716,178	\$100,000	\$0	Completed
05	SR56689	R5 RPP Non-Regionally Significant Pool	SR56689.078	US 24 Johnson Village East Deer Fencing	\$1,793,289	\$1,593,783	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.047	CDOT MTCE Telluride/Mtn Village Springs De-icer	\$25,000	\$25,000	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.048	CDOT MTCE Pagosa Springs De-icer	\$25,000	\$25,000	\$0	Completed
05	SR56691	R5 CMAQ Pool	SR56691.062	FY21 Mtn Village De-icer	\$8,279	\$10,000	\$0	Completed
05	SR57001	R5 Safe Routes to Schools Pool	SR57001.010	Town of Center SRTS	\$100,000	\$100,000	\$0	Completed
05	SR57004	R5 FASTER Highway Safety Pool	SR57004.030	US 550 Connection to US 160	\$6,499,920	\$5,456,087	\$0	Completed
05	SR57004	R5 FASTER Highway Safety Pool	SR57004.036	R5 Intersection Projects	\$4,656,972	\$3,573,155	\$0	Completed
05	SR57010	Local Project Misc.	SR57010.001	Local Project Misc.	\$76,000	\$76,000	\$0	Completed
05	SR57011	R5 MMOF	SR57011.002	Montezuma County PTMV Phase 2	\$35,973	\$35,973	\$0	Completed
ST	SST5273	Statewide Intelligent Transportation Systems Program (TSMO)	SST5273.114	ITS CAMERAS ON I70(BENNETT-BURLINGTON)	\$963	\$963	\$0	Completed
ST	SST5274	Statewide Metro Planning Program	SST5274.002	DTD DRCOG CPG	\$4,786,890	\$4,786,890	\$0	Completed
ST	SST5274	Statewide Metro Planning Program	SST5274.004	DTD PPACG CPG	\$1,383,990	\$1,258,990	\$0	Completed
ST	SST5274	Statewide Metro Planning Program	SST5274.006	DTD NFRMPO CPG	\$918,945	\$918,945	\$0	Completed
ST	SST5274	Statewide Metro Planning Program	SST5274.007	DTD PACOG CPG	\$360,500	\$360,500	\$0	Completed
ST	SST5274	Statewide Metro Planning Program	SST5274.008	DTD GVMPPO CPG	\$339,900	\$339,900	\$0	Completed
ST	SST6577	Safety Statewide	SST6577.060	SAFETY ASSESSMENT SERVICES - MULLER	\$9,000	\$9,000	\$0	Completed
ST	SST7003	Special Projects Pool	SST7003.146	OEM WILDFIRE OPERATIONS	\$182,000	\$182,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.005	NFR - City of Fort Collins Bus Replacement	\$250,000	\$200,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.199	RFTA - Regional Bus Operating	\$200,000	\$200,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.214	Steamboat Springs - Regional Operating	\$132,520	\$132,520	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.222	SCCOG - Trinidad Facility Non Matching Funds	\$109,580	\$109,580	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.254	Winter Park - Bus Replacements	\$1,014,050	\$811,240	\$0	Completed

CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.353	NECALG - Bustang Outrider Sterling to Denver/Greeley Ops	\$240,000	\$240,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.355	Neighbor to Neighbor - Bustang Outrider Salida Station Ops	\$18,610	\$18,610	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.356	SCCOG - Bustang Outrider Trinidad to Pueblo Operating	\$220,000	\$220,000	\$0	Completed
ST	SST7035	Faster Transit and Rail Division Funds	SST7035.360	Breckenridge Camera Upgrade	\$180,000	\$144,000	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.030	NFR - BOC Replacement	\$70,290	\$56,232	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.031	PPACG - Disability Services (Envida) Van Replacement	\$67,340	\$53,872	\$0	Completed
ST	SST7063	SENATE BILL 228 TRANSIT	SST7063.032	Clear Creek - Vehicle Purchase	\$32,000	\$32,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.009	GVRTA - Gunnison Transit Storage	\$1,282,500	\$900,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.013	Archuleta County - Transit Facility Design	\$250,000	\$200,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.014	Town of Snowmass - Transit Center Const.	\$9,000,000	\$4,500,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.015	Estes Park - Transit Facility Access Design	\$250,000	\$200,000	\$0	Completed
ST	SST7072	SB267 Transit	SST7072.016	All Points - Montrose Transit Center Construction	\$531,250	\$425,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.002	Eagle County - Electric Bus Chargers with Infrastructure	\$145,000	\$145,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.003	Eagle County - Electric Bus Replacements	\$880,000	\$880,000	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.014	Vail - Electric Bus Chargers	\$255,728	\$255,728	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.015	Vail - Electric Bus Replacements	\$2,064,548	\$2,064,548	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.016	Breckenridge - Electric Bus Replacements	\$482,900	\$482,900	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.017	Summit County - Electric Bus Replacements	\$1,501,500	\$1,501,500	\$0	Completed
ST	SST7076	Settlement Trust Funds	SST7076.018	Summit County - Electric Bus Chargers	\$240,000	\$240,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.020	Dolores County - Vehicle/Bus Shelter	\$110,027	\$110,027	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.031	16th Street Mall Rehabilitation	\$113,000,000	\$20,000,000	\$0	Completed
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.035	DRCOG - HOP Electric Bus Purchases	\$5,343,000	\$2,400,000	\$0	Completed
ST	SST7079	NATIONAL HIGHWAY FREIGHT PROGRAM	SST7079.007	BRIDGE ON-SYS RATING NHFP FUNDING	\$2,630,000	\$2,630,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.010	TMO Resource Assistance	\$961,000	\$961,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.013	Truck Travel TDM Study	\$200,000	\$200,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.016	TDM CONFERENCE 2021	\$4,000	\$4,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.017	TIM -TRAINING MODULES	\$24,000	\$24,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.018	STATE PARK SHARED MICROMOBILITY PILOT	\$343,500	\$343,500	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.019	COLT ZEV PLANNING	\$49,500	\$45,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.020	MMT ZEV Planning	\$50,000	\$45,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.021	BREC ZEV PLANNING	\$45,000	\$40,000	\$0	Completed
ST	SST7080	Office of Innovative Mobility	SST7080.022	DDRC ZEV PLANNING	\$50,000	\$45,000	\$0	Completed
ST	SST7090	HPTE Burnham Yard Property Aquisition	SST7090.999	HPTE Burnham Yard Property Aquisition	\$50,000	\$50,000	\$0	Completed
ST	SST7091	STATEWIDE TIMBER BRIDGE REPAIR	SST7091.001	STATEWIDE TIMBER BRIDGE REPAIR	\$162,275	\$162,275	\$0	Completed
ST	SST7092	HQ Managed Projects	SST7092.001	TRANSCORE CENTRAL SIGNAL SYSTEM SUPPORT	\$150,000	\$150,000	\$0	Completed
ST	SST7093	Southwest Chief Rail	SST7093.001	PASSENGER RAIL ALTERNATIVES ANALYSIS	\$1,620,000	\$1,620,000	\$0	Completed
ST	SST7100	Asset Management - Bridge Culvert Tunnel Wall	SST7100.999	Asset Management - Bridge Culvert Tunnel Wall	\$775,000	\$775,000	\$0	Completed



CDOT Region	STIP ID	STIP Description	STIP WBS ID	STIP WBS ID Description	Current STIP Amount	Current Budgeted Amount	Planned STIP Amount	Status
04	SR45218	Region 4 Surface Treatment	SR45218.212	23495-1-76 Slabs and Diamond Grind WB	\$0	\$0	\$0	Discontinued
ST	SST7072	SB267 Transit	SST7072.011	GVRTA - Mobility Hub Planning	\$500,000	\$0	\$0	Discontinued
ST	SST7077	Multi-Modal Options Fund Pool	SST7077.015	PPACG - South Powers Boulevard Multimodal Corridor Study	\$200,000	\$0	\$0	Discontinued

Public Involvement Statewide Transportation Improvement Program

PUBLIC INVOLVEMENT

This section will be completed for the final document once the public comment period closes on May 6, 2022.

Acronym List

Statewide Transportation Improvement Program

Commonly Used Transportation Acronyms

ADA	A mericans with D isabilities A ct
BE	B ridge E nterprise
CDC	C apital D evelopment C ommittee – The State Legislative Committee which approves specific funding for the CDOT and transportation projects
CMAQ	C ongestion M itigation and A ir Q uality
CR	C ounty R oad
DAR	D efense A ccess R oad – a funding program through the Dept. of Defense
DAF	D ivision of A ccounting & F inance - CDOT
DTD	D ivision of T ransportation D evelopment - CDOT
DTR	D ivision of T ransit and R ail - CDOT
FAST Act	F ixing A merica’s S urface T ransportation A ct
FASTER	F unding A dvancements for S urface T ransportation and E conomic R ecovery
FEDL	F ederal L ands dollars
FHWA	F ederal H ighway A dministration
FTA	F ederal T ransit A dministration
HUTF	H ighway U sers T ax F und (State Gasoline Tax – Primary Funding Source for CDOT)
HPTE	H igh P erformance T olling E nterprise – part of FASTER program
HTF	H ighway T rust F und (Federal Funding Source)
IGA	I ntergovernmental A greement
IIJA	I nfrastructure I vestment and J obs A ct – Federal Authorization Act 2021
MAP-21	M oving A head for P rogress in the 21st C entury
MP	M ile P ost
MPO	M etropolitan P lanning O rganization
MTC	M aintenance
RMS	R evitalizing M ain S treets program
RPC	R egional P lanning C ommission
RPP	R egional P riority P rogram
RTA	R egional T ransportation A uthority
RTD	R egional T ransportation D irector, CDOT
RTD	R egional T ransportation D istrict, Denver Metro Area
RTP	R egional T ransportation P lan
SH	S tate H ighway
SMS	S afer M ain S treets program
SP	S trategic P rojects
STAC	S tatewide T ransportation A dvisory C ommittee
STBG	S urface T ransportation B lock G rants (includes the former STP-Metro program)
STIP	S tate T ransportation I mprovement P rogram
SUR	S urface T reatment P ool
TABOR	T axpayer’s B ill of R ights
TAC	T echnical A dvisory C ommittee
TLRC	T ransportation L egislative R eview C ommittee – the joint State Legislative Committee that reviews transportation legislation and funding
TMA	T ransportation M anagement A rea
TPR	T ransportation P lanning R egion
NEPA	N ational E nvironmental P olicy A ct

Acronym List

Statewide Transportation Improvement Program

NEPA Documents:

Cat Ex	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of no Significant Impact
ROD	Record of Decision

Transportation Planning Regions (TPRs)

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

CDOT Regions

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

Fund Sources – Shows where funding originates

S	State
F	Federal
L	Local

Phases – Specific aspects of a transportation project

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

Acronym List

Statewide Transportation Improvement Program

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

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

Acronym List

Statewide Transportation Improvement Program

EMR	Emergency Relief
FBB	FASTER Bridge Enterprise Bond Issuance Proceeds Pool
FBE	Federal Bridge Enterprise Transfers
FED	Federal Lands
FR8	National Freight Program
FSA	FASTER - Safety Projects
FTA	Flexed to FTA
GRN	Grants
HAZ	Highway Safety Improvement Program (HSIP)
HB5	C470 Bonds
HIS	Hot Spots Illustrative
HLZ	Hazard Elimination Local Agency Projects funded from HSIP
HOT	Hot Spots
HP1	I-25 HOV/HOT Lanes (HPTE)
HP2	US 36 Managed Lanes (HPTE)
HP3	I-25: US36 to 120th Ave
HP4	I-70 West PPSL
HP5	C470: I-25 to Kipling
HP6	I-270 Express Lanes (HPTE)
HPE	High Performance Transportation Enterprise - Projects
HPS	High Performance Transportation Enterprise--Projects
HQI	Headquarters Initiatives
IBE	Bridge Enterprise Illustrative
IBO	Bridge Off Systems Illustrative
IBR	Bridge On Systems Illustrative
ICD	DRCOG CMAQ Illustrative
ICM	CMAQ Illustrative
ICN	NFR CMAQ Illustrative
ICP	PPACG CMAQ Illustrative
ICR	Congestion Relief Illustrative
ICU	CMAQ - UFR MPO Illustrative
IFS	FASTER Safety Allocation Illustrative
IFT	FASTER transit Staging Program
IGN	Signal Illustrative
IGS	Railroad Crossing - Grade Separated Staging Program
IHE	Hazard Elimination Illustrative
IMD	DRCGOG STP-Metro Illustrative
IMF	Multi Modal Options Illustrative
IMN	NFR STP-Metro Illustrative
IMP	PPACG STP-Metro Illustrative

Illustrative Fund Programs are utilized as placeholders for those projects that meet fiscal constraint against Resource Allocation, but cannot be completed if Annual Budget projections are lower than Resource Allocation levels

Acronym List

Statewide Transportation Improvement Program

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

Acronym List

Statewide Transportation Improvement Program

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

Acronym List

Statewide Transportation Improvement Program

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

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

Acronym List

Statewide Transportation Improvement Program

Frequently Used Websites

Denver Regional Council of Governments (DRCOG)

<https://drcog.org/>

Pikes Peak Area Council of Governments (PPACG)

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

North Front Range Metropolitan Planning Organization (NFRMPO)

<https://nfrmpo.org>

Grand Valley Metropolitan Planning Organization (GVMPO)

<http://rtpo.mesacounty.us>

Pueblo Area Council of Governments (PACAG)

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

US Department of Transportation

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

Federal Highway Administration

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

Federal Transit Administration

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

Program Distribution

Statewide Transportation Improvement Program

PROGRAM DISTRIBUTION

The FY2023 – FY2026 STIP program allocations are based on the 2045 Statewide Plan, Your Transportation Plan. The Transportation Commission has worked closely with CDOT staff and its external planning partners to devise an updated financial plan for use with both the 2045 SWP and the STIP.

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

2040 Program Distribution

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

Transportation Commission Resolution for 2045 Long Range Revenue Projections

Resolution #TC-19-02-11

Adoption of 2045 Long Range Revenue Projections.

Approved by the Transportation Commission on February 21, 2019.

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

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

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

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

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

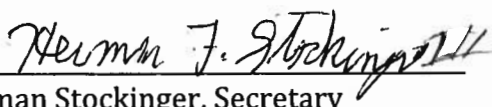
WHEREAS, three scenarios were developed including a scenario based on medium revenue, a high scenario assuming a new revenue source beginning in FY 2026-2027, and a low scenario assuming the elimination of federal General Fund Transfers; and

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

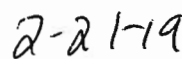
WHEREAS, the assumption of additional revenue will allow more projects to be included in fiscally constrained transportation plans, and allow more projects to complete the National Environmental Policy Act (NEPA) process, better preparing the Colorado Department of Transportation (CDOT) for funding opportunities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

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

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



Herman Stockinger, Secretary
Transportation Commission



Date

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

Resolution #TC-19-05-22

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

Approved by the Transportation Commission on May 16, 2019.

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

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

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

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

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

WHEREAS, the Commission recognizes that the future receipt of funds may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for programs allocated by formula;

WHEREAS, federal statute requires the obligation of Surface Treatment Program (STP) funds in Urbanized Areas with a population greater than 200,000 (Transportation Management Areas (TMAs)) on the basis of population; and

WHEREAS, federal statute requires the allocation of Metropolitan Planning (Metro-PL) funds on the basis of a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator; and

WHEREAS, federal statute requires that 50% of Transportation Alternatives Program (TAP) funds be obligated in certain population categories on the basis of population, including to Urbanized Areas with a population greater than 200,000 (TMAs), and the Commission has elected to allocate by formula the remaining after allocation to TMAs to the CDOT Regions based on population. For the remaining 50%, which can be spent

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


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

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

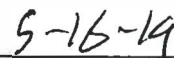
NOW THEREFORE BE IT RESOLVED, the allocation methodologies for these formula programs for the period of the next long-range plan and Statewide Transportation Improvement (STIP) are as follows:

- 1) **Surface Transportation - Metro (STP-M):** Pursuant to federal statute, based on population of Urbanized Areas with a population greater than 200,000;
- 2) **Transportation Alternatives Program (TAP):** 50% of funds based on population pursuant to federal statute and 50% of funds based on 45% VMT / 40% Lane Miles / 15% Truck VMT;
- 3) **Metropolitan Planning (Metro- PL):** Based on population of Urbanized Areas over 50,000, with a minimum dollar base of \$339,900 (federal and local) for Grand Valley MPO and \$360,500 for PACOG, as agreed by CDOT and MPOs and approved by FHWA;

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.



Herman Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to FASTER Safety Funds

Resolution #TC20-02-07

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

Approved by the Transportation Commission on February 20, 2020

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

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

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

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

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

WHEREAS, the Commission recognizes that the future receipt of funds may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for programs allocated by formula;

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

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

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

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

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

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.



Herman Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to CMAQ Funds

Resolution #TC20-02-08

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

Approved by the Transportation Commission on February 20, 2020.

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

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

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

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

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

WHEREAS, the Commission recognizes that the future receipt of funds may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for programs allocated by formula;

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

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

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

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

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

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

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.



Herman Stockinger, Secretary
Transportation Commission



Date

Transportation Commission Resolution for Formula Allocations to RPP

Resolution #TC-3160

FY 2016 – 2040 Program Distribution Allocation Methodology for the Regional Priority Program (RPP)

Approved by the Transportation Commission on May 15, 2014

WHEREAS, the Colorado Transportation Commission (the Commission) has statutory authority pursuant to §43-1-106 to approve, accept, and amend various planning documents resulting from Section 135 Title 23 of the U.S.C. and §43-1-1101 through 1105 C.R.S.; and

WHEREAS, the Commission adopts long range Program Distribution assignment of anticipated state and federal transportation revenues for use in development of the federally required Statewide Transportation Plan and Regional Transportation Plans; and

WHEREAS, a forecast of revenues upon which Program Distribution is based was adopted by the Commission in April 2013 (TC Resolution 3070); and

WHEREAS, the Commission adopted Program Distribution to reflect planned levels of funding to various programs based on the limited revenue expected for the period 2016-2040 on February 14, 2014 (TC Resolution 3139); and

WHEREAS, the Commission recognizes that future fund receipts may vary from these estimates, and that the assignment of funds reflected in Program Distribution is for planning purposes and does not represent a future funding commitment, and that the annual CDOT budget may vary from Program Distribution; and

WHEREAS, the Commission, as part of Program Distribution, also adopts allocation methodologies for certain programs allocated by formula;

WHEREAS, the Commission elects to allocate Regional Priority Program (RPP) funds to the CDOT Regions; and

WHEREAS, the Commission previously adopted in April, 2014 allocation methodologies for Surface Transportation – Metro (STP-M), Metropolitan Planning (Metro-PL), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ); and

WHEREAS, the FY 2016-2040 Program Distribution allocation methodology for this formula program for use in the next Statewide Transportation Plan and the next Statewide Transportation Improvement (STIP) is as follows:

- 1) Regional Priority Program (RPP):** Based on 50% Population, 35% state highway Lane Miles, and 15% state highway Truck VMT.

NOW THEREFORE BE IT RESOLVED, that the Commission approves the FY 2016 – 2040 Program Distribution allocation methodology listed above for the Regional Priority Program (RPP) for use in developing the 2016-2040 Statewide Transportation Plan, Regional Transportation Plans, and to guide the development of the 2016 STIP.

FURTHER BE IT RESOLVED, that the Commission will periodically review the fund allocations that are directed by TC decision to ensure the effectiveness of the use of funds and the Commission reserves the option to alter the allocation of those funds.

Herman F. Stockinger III
Herman Stockinger, Secretary
Transportation Commission

6-9-14
Date