COLORADO
Department of Transportation
Division of Transportation Development
Multimodal Planning Branch
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DATE: October 19, 2016
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development
SUBJECT: Development Program and Project Selection

Purpose
To update the Transportation Commission on progress of the Development Program and discuss next steps in project selection for Senate Bill (SB) 09-228 and other funding opportunities.

Action
Transportation Commission input on next steps.

Background
The Development Program is an inventory of major investment needs identified through the transportation planning process to support the prioritization of major investment needs for future planning. Staff developed the initial inventory of major investment needs during the winter of 2016 based on the Regional Transportation Plans (RTPs), and other plans and existing project lists. The most current Development Program inventory includes roughly 130 highway projects representing more than $9 billion in funding need, and roughly 100 transit projects representing more than $2 billion in funding need. Additional bicycle and pedestrian investment needs will be incorporated in the future.

Over the summer, CDOT staff worked with planning partners to further discuss and vet priorities. The result of this outreach is the 10-Year Development Program, a smaller subset of the Development Program, identifying those major investment needs that are a higher priority over the next 10 years (see Attachment A). Funding needs in the Development Program are divided into two tiers- Tier 1 and Tier 2. Projects with Tier 1 funding make up the 10-Year Development Program, and are highlighted in yellow. Other projects included in the Development Program inventory but not identified as a 10-Year Development Program priority are identified as Tier 2. Some projects may be phased, with some phases identified as Tier 1, and some as Tier 2. Although still a priority, a project identified as Tier 2 is likely a lower priority for funding over the next 10 years compared to a 10-Year Development Program project, or it is a phase of a project that is likely to follow later, after completion of a Tier 1 phase. The priorities identified in the 10-Year Development Program reflect the transportation planning process and are consistent with the RTPs and other plans.

The Development Program and the subset 10-Year Development Program are tools to track needs and support planning and project selection processes, including the development of the federally required four year program of projects – the Statewide Transportation Improvement Program (STIP), and the identification of priorities for funding including SB 09-228, the new National Highway Freight Program (formula freight program), and discretionary grant programs such as FASTLANE (see Attachment B).

Details
Development Program Projects
Major investment needs in the Development Program are identified in the following areas:

- *Highway* - 49 projects totaling $2.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, 23 projects were phased across Tier 1 and Tier 2, and 61 projects were identified as Tier 2.
- *Transit* - Most of the roughly 100 transit projects included in the Development Program were identified as important facilities through the Statewide Transit Plan and through other efforts since the Statewide Transit Plan was completed in 2015. 64 projects totaling roughly $0.5 billion were identified as higher priority 10-Year Development Program (Tier 1) projects, and 25 projects were identified as Tier 2. The Division of Transit & Rail is continuing to add to and refine the transit projects included in the Development Program.

- *Other Transportation Needs* - Additional transportation needs were identified by the Division of Transportation Systems Management & Operations, Division of Transportation Development, and other parts of CDOT. These represent a variety of statewide or programmatic projects, including freight, operations, and technology projects. Staff are continuing to add to and refine other transportation needs included in the Development Program.
- *Bicycle and Pedestrian* - CDOT is currently conducting a statewide inventory of bicycle and pedestrian assets on or adjacent to the state highway system. We are also completing a strategic plan to guide additional investments in our non-motorized counting program, to improve data on the use of these assets. The outcome of the statewide inventory, additional data analysis, and planning partner and stakeholder input will be used to identify bicycle and pedestrian investment needs to be added to the Development Program. Additionally, many of the already identified highway and transit projects include bicycle and pedestrian elements.

Project Selection
Staff is now looking at next steps, including how to build on the Development Program in identifying priorities for funding with SB 09-228, the National Highway Freight Program, and discretionary grant programs. The 10-Year Development Program provides a solid foundation by focusing in on higher priority projects that have been vetted by planning partners and are consistent with RTPs. It should be emphasized that the focus of the subsequent project selection discussion is on highway projects. Transit priorities for SB 09-228 were already identified through a separate process led by the Division of Transit & Rail (DTR) over the summer months (see July and August Transportation Commission packets). Standalone bicycle and pedestrian projects are not eligible under these programs, although bicycle and pedestrian elements of a larger project may be eligible.

Staff has developed some initial draft eligibility and evaluation criteria for SB 09-228 and for the National Highway Freight Program (see Attachments C and D). A variation of these criteria could also be used in identifying priorities for 2017 FASTLANE grants. Although not expressed as criteria, geographic equity is assumed to be a key principle in project selection. The importance of geographic equity in project selection has been expressed on numerous occasions in recent months by the Transportation Commission, STAC, and other planning partners. The two sets of criteria have different eligibility criteria. Evaluation criteria are similar, but with one set of criteria targeting freight more specifically. Evaluation criteria are based on the Statewide Transportation Plan / Policy Directive 14 goal areas of Safety, Mobility, Maintaining the System, and Economic Vitality. Additional criteria have been added based on previous input from the Transportation Commission and Statewide Transportation Advisory Committee (STAC) and include resiliency and redundancy, and leveraging funds/building on prior funding/phases. In developing these criteria, staff sought to strike a balance between quantitative and qualitative measures, using quantitative measurement where feasible, and qualitative where data was not available or calculation proved unreasonably difficult. We continue to develop our capabilities in data-driven project selection processes, and anticipate that as we conduct similar exercises in the future some of these qualitative measures will transition to more quantitative measures.

Using the 10-Year Development Program and the draft criteria provided as a starting point, staff proposes to conduct a project selection process over the next several months to identify priorities the National Highway Freight Program, discretionary grants, and possibly SB 09-228. This process would likely include:

- Refinement of project selection criteria and identification of appropriate weighting of criteria with Transportation Commission, STAC, and Freight Advisory Council (FAC) input
- Region-level evaluation and prioritization of 10-Year Development Program projects based on criteria; consideration of need to evaluate any other projects not included in 10-Year Development Program
- Statewide evaluation of projects prioritized at Region level
- Examination of opportunities to combine/leverage funding across sources

Availability of Funds
The first SB 09-228 transfer, totaling $199.2 million, was received by CDOT on June 30, 2016. The second SB 09-228 transfer, totaling $158 million, will be received by CDOT on June 30, 2017, absent new legislation to eliminate or reduce the transfer. An additional $225 to $333 million is anticipated in years three and four, depending on the forecast. FY 2019-20 is the fifth and final year of SB 09-228 transfers. A full transfer in year five would result in approximately an additional $200 million. Excluding the first year of funding (given the previously made commitment to the Central 70 project), forecasted funds available range from roughly $383-$491 million through FY 2018-19, or $583-$691 million through FY 2019-20. In order to be prepared and to demonstrate the need for funding, staff recommends identifying projects at least up to the low forecast through FY 2018-19. As a reminder, the Transportation Commission previously committed $130 million in state or federal funding to I-25 North as part

of the I-25 North TIGER application (see March and April Transportation Commission packets). Although the commitment did not specify a source, there are limited options beyond SB 09-228 for fulfilling such a large commitment.

September 2016 Forecasts (in millions)				
	FY 2015-16 (final)	FY 2016-17 (final)	FY 2017-18 (forecast)	FY 2018-19 (forecast)
OSPB	$199.2	$158.0	$109.3	$115.2
Leg Council	$199.2	$158.0	$217.7	$114.9

The National Highway Freight Program provides approximately $15 million annually to Colorado, beginning in FY 16. Beginning in December 2017, projects must be identified in a State Freight Plan in order to be eligible for funding. The Multimodal Freight Plan and State Freight Passenger Rail Plan, both currently in development, will identify a long-term freight investment strategy and project priorities. However, given that these plans will not be complete until the end of 2017, staff is recommending that projects be identified for the first two years of funding as part of the process described here.

Staff further recommends that priorities be identified for FY 17 FASTLANE grants. States are allowed to submit up to three applications. Since a large match commitment is required in order to be competitive, it is likely that priorities for FASTLANE grants will follow from SB 09-228 and/or National Highway Freight Program priorities, and leverage those funds as match.

Questions
Staff requests Transportation Commission input on how to proceed. Questions to consider include:

1. Does the 10-Year Development Program provide a good foundation for moving forward with these project selection processes?
2. Should staff proceed with next steps in project selection as described? Would the Transportation Commission like to see changes to the approach?
3. Do the proposed criteria provide a good framework for project selection? Are there criteria that should be added or modified?
4. Should SB 09-228 projects be identified up to the potential maximum remaining amount of transfers (approximately $700 million) or for a lesser amount?

Next Steps
Staff will determine next steps based on TC input. If proceeding with further prioritization and project selection, staff will refine approach and criteria based on TC input, and on input from the STAC and FAC at their October meetings. Depending on TC direction, we anticipate working with the Regions to conduct initial assessment of projects against eligibility and evaluation criteria and plan on returning for a subsequent workshop.

Attachment

- Attachment A: Draft 2016 Development Program
- Attachment B: Summary of FAST Act Freight Programs
- Attachment C: SB 09-228 Draft Eligibility and Evaluation Criteria
- Attachment D: National Highway Freight Program Draft Eligibility and Evaluation Criteria

DRAFT 2016 DEVELOPMENT PROGRAM
10/4/2016

10-Year Development Program Project

	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
1	1	1	Greater Denver Area, Pikes Peak Area	I-25: Monument to C-470	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway.	$ 270.00	$ 270.00	$ -	$ -	$ 270.00	$ 270.00			X	X	X	X	P	X	X	X	Tier 1		X			X	X	X	X		
2	2	1	Greater Denver Area	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	$ 3.00	$ 30.00	$ -	$ -	$ 3.00	$ 30.00	Assumes $27 M commitment from the City of Denver.	X	X	X	X	X	P	X	X	X	Tier 1		X				X	X	X		
3	3	1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening. Congestion relief, safety, and mobility improvements.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X	X	p	X	X	X	Tier 1		X				X*	X	X		
4	4	1	Greater Denver Area	I-25 North: US 36 to 120th	Improvements on I-25 between US 36 and 120th Potential improvements include: auxiliary lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	$ 35.00	$ 55.00	$ 40.00	$ 40.00	$ 75.00	$ 95.00	Potential of $10 M from RTD and $10 M from locals	X	X	X	X	X	P	X	X	X	Tier 1	X	X		X		X	X	X		
5	5	1	Greater Denver Area	I-25 North: TEL Expansion	Expansion of Tolled Express Lanes (TELs) from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	$ 30.00	$ 70.00	$ -	$ -	$ 30.00	$ 70.00	Assumes $40 M contribution from locals to reconstruct I-25/SH 7 interchange	X	X	X	X	X	P	X	X	X	Tier 1	X	X			X	X	X	X		
6	6	1	Greater Denver Area	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	$ 40.00	$ 40.00	$ 130.00	$ 130.00	$ 170.00	$ 170.00			X		X		p	X	X	X	Tier 1		X	X		X	X		X		
7	119	1	Greater Denver Area	I-70 Transit Center and Slip Ramp-Improvements	Ramp and Interchange improvements to facilitate access for bus service to proposed Transit Center in Downtown Idaho Springs.	$ 10.00	$ 35.00			$ 10.00	$ 35.00	Assumes local match and DTR funding		X	X	X	X	N/A								X						
8	7	1	Greater Denver Area	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent.	$ 120.00	$ 190.00	$ 60.00	$ 60.00	$ 180.00	$ 250.00	Assumes $70 M from Bridge Enterprise	X	X		X		P	X	X	X	Tier 1		X	X		X	X	X	X		
9	8	1	Greater Denver Area	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	$ -	$ -	$ 60.00	$ 60.00	$ 60.00	$ 60.00		X	X					X	X	X	Tier 1		X					X			
10	10	1	Greater Denver Area	I-225: I-25 to Yosemite	Complete NEPA and final design for $3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X		p	X	X				X				X*	X	X		
11	11	1	Greater Denver Area	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of gridges, and reconstruction of concrete pavement.	$ 100.00	$ 280.00	$ -	$ -	$ 100.00	$ 280.00	Assumes tolls/3P for partial funding	X	X	X	X	X	p	X	X			X	X			X	X*	X	X		
12	12	1	Greater Denver Area	C-470: I-25 to Kipling	Complete ultimate buildout identified in the C-470 Corridor Revised EA. Ultimate buildout will add an additional toll lane westbound from Colorado to Wadsworth and eastbound from Wadsworth to I-25. Two toll lanes will also be constructed from Wadsworth to Kipling for both directions.	$ -	$ -	$ 165.00	$ 165.00	$ 165.00	$ 165.00			X		X	X	p	X	X		Tier 2		X			X	X	X	X		
13	13	1	Greater Denver Area	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X			p	X	X								X	X	X		
14	120	1	Greater Denver Area	US 36: Bike Path-88th/Sheridan and US 36/Church Ranch	Significant enhancement to the US 36 bike path that includes construction of a bike/pedestrian path and grade separated crossings in the vicinity of 88th/Sheridan and Church Ranch (104th Ave)/US36.	$ 8.00	$ 8.00			$ 8.00	$ 8.00			X	X	X		N/A								X						
15	14	1	Greater Denver Area	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ decelaration lanes. Includes a 10 foot trail.	$ 20.00	$ 20.00	$ 35.00	$ 35.00	$ 55.00	$ 55.00		X		X			P	X	X						X					X	
16	15	1	Greater Denver Area	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	$ 60.00	$ 60.00	$ -	$ -	$ 60.00	$ 60.00		X	X	X	X		P	X	X		Tier 1		X				X	X	X		
17	121	1	Greater Denver Area	US 85: 104th Grade Separation	Construction of a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR crossing just east of US 85.	$ 62.00	$ 62.00			$ 62.00	$ 62.00			X	X	X	X		X	X		Tier 1	X					X*	X	X		
18	122	1	Greater Denver Area	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.	$ 20.00	$ 45.00			$ 20.00	$ 45.00	Assumes local contribution		X	X	X	X		X	X		Tier 1	X					X*	X	X		

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
19	16	1	Greater Denver Area	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	$ 20.00	$ 20.00	$ 20.00	$ 20.00	$ 40.00	$ 40.00			X	X			P	X	X		Tier 2							X	X		
20	123	1	Greater Denver Area	Devolutions			$ 45.00			$ -	$ 45.00																					
32	22	2	Central Front Range, Pikes Peak Area	US 24 East: Widening Garrett/Dodge to Stapleton Rd. (US 24 East PEL in Progress)	Widening of roadway to four lanes from Garett/Dodge Rd. to Stapleton Rd. (MP 318.3-323.6)	$ -	$ -	$ 35.00	$ 35.00	$ 35.00	$ 35.00		X	X	X	X	X	P	X	X								X*	X	X		
33	101	2	Central Front Range	US 24 East: Elbert Rd. to El Paso County Line Turn and Passing Lanes (US 24 East PEL in Progress)	Addition of turn and passing lanes on US 24 from Elbert Rd. to El Paso County line. (MP 325.5-350.5)	$ -	$ -	$ 32.00	$ 32.00	$ 32.00	$ 32.00		X	X	X	X	X	P	X	X					X				X	X		
34	102	2	Central Front Range	US 50: Salida to Canon City Passing Lanes	Addition of passing lanes between Salida and Canon City. (MP 223-277)	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00		X	X	X	X	X	P	X	X		Tier 2							X	X		
38	99	2	Central Front Range	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183 - 234)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X		X	X	X	P	X	X		Tier 2						X	X	X		
40	103	2	Central Front Range	SH 9: Breckenridge to Alma, Shoulders and Safety Improvements	Addition of shoulders and safety improvements from Breckenridge to Alma. (MP 71-86)	$ -	$ -	$ 18.00	$ 18.00	$ 18.00	$ 18.00		X		X	X	X	P							X							
48	29	2	Central Front Range	SH 67: Divide to Victor Shoulder Widening and Safety Improvments	Shoulder widening and safety improvments. (MP 45.5-69.5)	$ 25.00	$ 25.00	$ -	$ -	$ 25.00	$ 25.00		X			X	X	P							X							X
49	139	2	Central Front Range	SH 115 Widening and Passing Lanes, shoulder and intersection improvements	Add passing lanes, shoulders, and improved bicycle and pedestrian safety at intersections (MP 0-8)	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X		X	X	P							X							X
50	100	2	Central Front Range	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00		X	X	X	X	X	P							X							
26	126	2	Pikes Peak Area	I-25: HOV lanes (I-25 EA through Colorado Springs)	Eight Lane HOV expansion on I-25 between Lake/Circle and Briargate. Widening of overpasses. (MP 137.5-152.0)	$ -	$ -	$ 65.00	$ 65.00	$ 65.00	$ 65.00		X	X	X	X	X	p	X	X	X	Tier 1		X	X				X	X		X
27	19	2	Pikes Peak Area	I-25: Widening S. Academy to Circle/Lake (I-25 EA through Colorado Springs)	Widening of roadway to six lanes. (MP 135.0-138.0)	$ 45.00	$ 45.00	$ -	$ -	$ 45.00	$ 45.00		X	X	X	X	X	P	X	X	X	Tier 1		X	X			X*	X	X		X
28	1	2	Pikes Peak Area	I-25: Monument to C-470 (I-25 North PEL in Progress)	Widening I-25 From Monument to Castle Rock/C-470 based on PEL Study currently being developed. (MP 160.5-180.0/194.5)	$ 35.00	$ 35.00			$ 35.00	$ 35.00		X	X	X	X		P	X	X	X	Tier 1		X			X					
30	21	2	Pikes Peak Area	US 24 West: 8th St. to 31st St. (Phase of the US 24 West EA)	Intersection Improvments and widening of roadway from four to six lanes. (MP 300.4-303.4)	$ -	$ -	$ 105.00	$ 105.00	$ 105.00	$ 105.00		X	X	X	X	X	P	X					X				X*		X		
31	127	2	Pikes Peak Area	US 24 West: I-25 to Ridge Rd. (Phase of the US 24 West EA)	Expand US 24 from I-25 to Ridge Road. Includes the US 24/I-25 Flyover. (US 24 MP 299.7-303.7)	$ -	$ -	$ 270.00	$ 270.00	$ 270.00	$ 270.00		X	X	X	X	X	P	X	X	X			X	X				X	X		X
42	26	2	Pikes Peak Area	SH 21: Widening (Phase of the SH 21 EA)	Widening from Milton E. Proby Pkwy. to East Fountain Blvd. (MP 139.5-139.5)	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	P	X	X									X	X		
43	116	2	Pikes Peak Area	SH 21: Interim Intersection Improvements- Constitution to North Carefree (ReEval of SH 21 EA needed)	Construction of Continuous Flow Intersection (CFI) along SH 21 at Constitution and North Carefree. (MP 143.5-145.3)	$ 40.00	$ 40.00	$ -	$ -	$ 40.00	$ 40.00		X	X	X	X	X	P	X	X				X				X*	X	X		
44	28	2	Pikes Peak Area	SH 21: Research Pkwy. Interchange (Phase of the SH 21 Woodmen to SH 83 EA)	Construction of new grade-separated interchange at SH 21 and Research Pkwy. (MP 149.6-150.5)	$ 30.00	$ 30.00	$ -	$ -	$ 30.00	$ 30.00		X	X		X	X	P	X	X								X	X		
45	129	2	Pikes Peak Area	SH 21: (Powers Blvd) North Expansion (North EA)	Construction of SH 21 (Powers Blvd.) from SH 83 to I-25 as a six lane freeway including four interchanges at SH 83, Flying Horse Club Drive, Voyager Parkway and I-25. (MP 153.8- 156.9)	$ -	$ -	$ 145.00	$ 175.00	$ 145.00	$ 175.00	$30 to $60 Million from Urban Renewal Tax.	X		X	X	X	p	X	X									X	X		
46	130	2	Pikes Peak Area	SH 21: (Powers Blvd) North Expansion (North EA)	Construction of SH 21 (Powers Blvd.) Woodmen Rd. to SH 83 from a four lane freeway to a six lane freeway. (MP 149.0 - 153.8)	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00		X	X	X	X	X	p	X	X									X	X		
47	131	2	Pikes Peak Area	SH 21: (Powers Blvd) Central Freeway (Central EA)	Reconstruction of SH 21 (Powers Blvd.) to a six to eight lane freeway including construction of 11 interchanges and three overpasses between Milton E. Proby Pkwy. and Dublin Blvd. (MP 137.5-148.0)	$ -	$ -	$ 924.00	$ 924.00	$ 924.00	$ 924.00		X	X	X	X	X	p	X	X									X	X		
29	20	2	Pikes Peak Area	US 24 West: I-25 to Woodland Park	Drainage and intersection improvements on US 24 from I-25 to Woodland Park. (MP 283.0-303.8)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X	X	X	X	X	P	X						X					X		X
22	17	2	Pueblo Area	I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway EIS)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 99.5-100.0)	$ 130.00	$ 130.00	$ -	$ -	$ 130.00	$ 130.00		X	X	X	X	X	p	X	X	X	Tier 1		X					X	X		
23	18	2	Pueblo Area	I-25: 29th St. Section (Phase of the New Pueblo Freeway EIS)	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads. (MP 99.0-101.0)	$ -	$ -	$ 59.00	$ 59.00	$ 59.00	$ 59.00		X	X	X	X	X	P	X	X	X	Tier 1						X	X	X		
24	124	2	Pueblo Area	I-25: US 50 Interchange with I-25 (Phase of the New Pueblo Freeway)	Reconstruction of the US 50 Bypass Interchange and the US 50 Bridge over Fountain Creek. Includes widening I-25 from 13th St. to US 50B Interchange. (MP 99.5-100.5)	$ -	$ -	$ 103.00	$ 103.00	$ 103.00	$ 103.00		X	X	X	X	X	p	X	X	X	Tier 1								X		
25	125	2	Pueblo Area	I-25: Dillon Blvd. Extension (Phase of the New Pueblo Freeway)	Construct Dillon Drive (four-lanes) from 26th St. to US 50 B.	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	p	X	X		Tier 1										
35	23	2	Pueblo Area	US 50: West of Pueblo Westbound (Phase of the US 50 West EA)	Widening of the divided highway from two lanes to three lanes. (MP 307-313)	$ 25.00	$ 25.00	$ 25.00	$ 25.00	$ 50.00	$ 50.00		X	X		X	X	p	X	X		Tier 2		X				X	X		

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	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
36	24	2	Pueblo Area, Southeast	US 50B: East Widening (Phase of the US 50 East Tier I EIS)	Implement Tier II projects along the US 50 Corridor (MP 318.5-467.5) per the Tier I FEIS/ROD. Likely projects include widening US 50 to four lanes, shoulders, passing lanes, and other safety improvments along the US 50 Corridor.	$ 50.00	$ 50.00	$ -	$ -	$ 50.00	$ 50.00		X	TBD		X	X	P	X	X	X	Tier 2							TBD		
21	123	2	South Central	I-25: SH 10/ SH 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/SH 160 Interchange. (MP 50)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00		X	X	X	X	X	C	X	X		Tier 1						X	X	X		
37	98	2	South Central	US 160: Mobility Improvements	Addition of passing lanes and shoulder widening. (La Veta Pass to I-25)	$ 15.00	$ 15.00	$ -	$ -	$ 15.00	$ 15.00				X		X	C	X	X		Tier 2			X			X	X	X		X
41	128	2	South Central	SH 12 or SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes. (SH 12 MP 0-70, SH 69 MP 0-59)	$ -	$ -	$ 15.00	$ 15.00	$ 15.00	$ 15.00		X	X	X	X	X	C					X		X							
39	25	2	Southeast	US 287: Lamar Reliever Route (EA)	Phase I of the Reliever Route ($30 M). Realignment of US 50 to the South - needed for future US50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route ($140 M). (US 287: MP 73-80.5)	$ 30.00	$ 30.00	$ 140.00	$ 140.00	$ 170.00	$ 170.00		X	X	X	X	X	C	X	X	X	Tier 1						X	X	X		
51	30	3	Grand Valley	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	$ 16.00	$ 20.00	$ -	$ -	$ 16.00	$ 20.00	RPP, FASTER Safety	X	X	X	X	X	P	X	X	X		X			X		X	X	X		
52	31	3	Grand Valley	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	$ 20.00	$ 20.00	$ 25.00	$ 25.00	$ 45.00	$ 45.00		X	X	X	X	X	P	X	X	X	Tier 1	X		X			X*	X	X		X
62	39	3	Grand Valley	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility Improvements at problem locations throughout the corridor.	$ 5.00	$ 8.00	$ 52.00	$ 52.00	$ 57.00	$ 60.00	RPP, FASTER Safety	X	X	X	X	X	P	X	X			X		X	X			X	X		X
75	135	3	Grand Valley	SH 141B: Mesa County	Upgrade to roadway template for safety and congestion reduction.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00		X	X		X		p		X			X			X			X			
76	136	3	Grand Valley	SH 330: Safety Improvements	Safety improvements including adding/widening paved shoulders.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00		X	X	X	X		p					X		X	X			TBD			X
77	51	3	Grand Valley	SH 340: Safety and Capacity improvements	Construction of a roundabout and other safety improvements including adding/widening paved shoulders and intersection improvements.	$ 9.00	$ 9.00	$ 25.00	$ 25.00	$ 34.00	$ 34.00		X	X	X	X	X	p							X	X						X
67	43	3	Gunnison Valley	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	$ -	$ -	$ 35.00	$ 42.50	$ 35.00	$ 42.50	FLAP	X	X	X	X	X	C	X	X		Tier 2			X				X	X		X
73	49	3	Gunnison Valley	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	$ 5.00	$ 5.00	$ 45.00	$ 45.00	$ 50.00	$ 50.00		X	X	X	X	X	C					X		X							X
78	137	3	Gunnison Valley	US 550: Safety Improvements	PEL/EA study to review potential intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation. Funding amount reflects US 550 in Region 3 only, but could be completed for entire corridor.	$ 1.50	$ 1.50			$ 1.50	$ 1.50		X	X	X	X		C	X	X		Tier 2	X						X	X		
53	32	3	Intermountain	I-70: Garfield County Interchange Improvements (Silt)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	$ -	$ -	$ 15.00	$ 15.00	$ 15.00	$ 15.00		X	X	X	X	X	C	X	X	X	Tier 1	X		X				X	X		X
54	132	3	Intermountain	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	$ 15.00	$ 15.00			$ 15.00	$ 15.00		X	X	X	X		C				Tier 1										
55	133	3	Intermountain	I-70: Glenwood Canyon Bridge Rail	Address critical safety need by removing old defecient rail and replacing with Type 8 Special.	$ 24.00	$ 24.00			$ 24.00	$ 24.00		X		X			C	X	X	X	Tier 1								X		
56	33	3	Intermountain	I-70: Edwards Spur Rd.	Improvements to sourthern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	$ 25.00	$ 35.00	$ -	$ -	$ 25.00	$ 35.00	RPP, FASTER Safety	X	TBD		X	X	C								X		X	TBD		
57	34	3	Intermountain	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	$ 22.00	$ 22.00	$ -	$ -	$ 22.00	$ 22.00		X	TBD		X	X	C	X	X	X	Tier 1			X			X	TBD	X		X
58	35	3	Intermountain	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	$ 5.00	$ 7.50	$ 67.50	$ 67.50	$ 72.50	$ 75.00	RPP, FASTER Safety	X	X	X	X		C	X	X	X	Tier 1			X			X	X	X		X

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59	36	3	Intermountain	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	$ 6.20	$ 6.20	$ -	$ -	$ 6.20	$ 6.20		X	X	X	X		C	X	X	X	Tier 1			X			X	X	X		X
60	37	3	Intermountain	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	$ 10.00	$ 11.20	$ -	$ -	$ 10.00	$ 11.20	RPP, FASTER Safety	X		X	X		C	X	X	X	Tier 1			X	X		X		X		X
61	38	3	Intermountain	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	$ 19.00	$ 20.00	$ -	$ -	$ 19.00	$ 20.00	RPP, FASTER Safety	X		X	X		C	X	X	X	Tier 1			X	X		X		X		X
63	40	3	Intermountain	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.	$ -	$ -	$ 13.00	$ 13.00	$ 13.00	$ 13.00		X	X	X	X	X	c							X							X
68	44	3	Intermountain	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	$ 9.00	$ 10.00	$ -	$ -	$ 9.00	$ 10.00	RPP, FASTER Safety	X	X	X	X		C	X						X			X*		X		X
69	45	3	Intermountain	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	$ 52.00	$ 60.00	$ -	$ -	$ 52.00	$ 60.00	RPP, FASTER Safety	X	X	X	X	X	c	X	X			X		X			X	X	X		X
72	48	3	Intermountain	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	$ -	$ -	$ 100.00	$ 100.00	$ 100.00	$ 100.00		X	X	X	X	X	C	X				X		X					X		X
64	41	3	Northwest	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	$ -	$ -	$ 11.00	$ 11.00	$ 11.00	$ 11.00		X	X	X	X		C	X	X		Tier 2	X					X	X	X		
65	134	3	Northwest	US 40: Kremmling East and West	Addition of shoulders and passing lanes on 14 miles. Can be implemented in phases. (MP 178-184) and (186-194).	$ 56.00	$ 56.00			$ 56.00	$ 56.00		X	X	X	X		C	X	X		Tier 2			X	X			X	X		X
66	42	3	Northwest	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	$ -	$ -	$ 28.00	$ 28.00	$ 28.00	$ 28.00		X	X	X	X	X	C	X	X		Tier 2	X			X			X	X		
70	46	3	Northwest	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00			X		X	X	C	X	X			X		X				X			X
71	47	3	Northwest	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	$ 33.00	$ 38.00	$ -	$ -	$ 33.00	$ 38.00	RPP, FASTER Safety	X	X	X	X	X	C	X	X			X		X				X	X		X
74	50	3	Northwest	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.	$ 14.00	$ 14.00	$ -	$ -	$ 14.00	$ 14.00		X	X			X	C					X		X							X
81	53	4	Eastern	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	$ -	$ 3.48	$ 55.52	$ 55.52	$ 55.52	$ 59.00	Surface Treatment	X		X		X	C	X	X	X	Tier 1						X*	X	X		
82	109	4	Eastern	I-70: East Spot Repairs-Flagler East and Cedar Point West	Replacment of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00		X					C	X	X	X	Tier 1						X*	X	X		
83	110	4	Eastern	I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	$ -	$ -	$ 42.50	$ 42.50	$ 42.50	$ 42.50		X					C	X	X	X	Tier 1						X*	X	X		
84	111	4	Eastern	I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	$ -	$ -	$ 56.50	$ 56.50	$ 56.50	$ 56.50		X					C	X	X	X	Tier 1						X*	X	X		
85	112	4	Eastern	I-70: Seibert-West ASR Replacement	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	$ -	$ -	$ 17.50	$ 17.50	$ 17.50	$ 17.50		X		X			C	X	X	X	Tier 1						X*	X	X		
86	113	4	Eastern	I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	$ -	$ -	$ 33.50	$ 33.50	$ 33.50	$ 33.50		X					C	X	X	X	Tier 1						X*	X	X		
100	66	4	Eastern	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	$ 16.70	$ 20.24	$ 944.76	$ 944.76	$ 961.46	$ 965.00	RPP		X	X		X	C	X	X			X			X			X	X		
102	141	4	Greater Denver Area	SH 42: Safety and Intersection improvements	Safety and intersection improvements in Lousville and Lafayette.			$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X	X		X									X						
105	70	4	Greater Denver Area	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	$ -	$ 1.50	$ 98.50	$ 98.50	$ 98.50	$ 100.00	RPP		X	X		X	p	X					X		X				X		
109	74	4	Greater Denver Area	SH 119: Managed Lanes	Construction of managed lanes.	$ 9.65	$ 9.65	$ 65.35	$ 65.35	$ 75.00	$ 75.00	RPP							X	X				X		X	X		X	X		
110	75	4	Greater Denver Area	SH 119 / SH 52 Interchange	Construction of new interchange.	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00							p	X	X				X		X				X		
108	73	4	Greater Denver Area, Eastern	SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.	$ -	$ -	$ 35.00	$ 35.00	$ 35.00	$ 35.00	RPP	X	X			X	C	X							X						
89	58	4	North Front Range	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	$ 33.00	$ 34.00	$ 66.00	$ 66.00	$ 99.00	$ 100.00	RPP					X		X	X		Tier 1	X	X		X		X				
91	56	4	North Front Range	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00	STP-Metro		X			X	P	X	X		Tier 1	X	X		X			X	X		

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92	57	4	North Front Range	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	$ -	$ -	$ 170.00	$ 170.00	$ 170.00	$ 170.00			X				p	X	X		Tier 1	X			X			X	X		
95	61	4	North Front Range	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	$ -	$ -	$ 25.00	$ 25.00	$ 25.00	$ 25.00			X				P	X	X				X		X			X	X		
96	62	4	North Front Range	US 287: SH 14—Ted's Place	Intersection improvements.	$ -	$ -	$ 1.60	$ 1.60	$ 1.60	$ 1.60	RPP		X			X	P	X	X				X		X			X	X		
101	67	4	North Front Range	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	$ -	$ -	$ 30.00	$ 30.00	$ 30.00	$ 30.00			X					X	X						X			X	X		
112	77	4	North Front Range	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 45.00	$ 45.00	$ 45.00	$ 45.00			X	X			P						X		X						
80	52	4	North Front Range, Greater Denver Area	I-25 North: SH 7 to SH 14	Addition of one Tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	$ 350.00	$ 450.00	$ 1,050.00	$ 1,050.00	$ 1,400.00	$ 1,500.00	Tolling ($50 M), local ($25 M), TIGER ($15 M), $10 M (CDOT TSMO/DTR)	X	X	X		X	P	X	X	X	Tier 1		X		X	X	X	X	X		
87	54	4	Upper Front Range	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	$ 41.50	$ 41.50	$ -	$ -	$ 41.50	$ 41.50		X					P	X	X	X	Tier 1	X			X		X*	X	X		
88	114	4	Upper Front Range	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	$ 58.50	$ 58.50	$ -	$ -	$ 58.50	$ 58.50		X						X	X	X	Tier 1	X			X		X*	X	X		
90	55	4	Upper Front Range	US 34/US 36 Intersection in Estes Park	Intersection improvements.	$ -	$ -	$ 2.00	$ 2.00	$ 2.00	$ 2.00			X					X			Tier 2				X				X		
93	59	4	Upper Front Range	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullots.	$ -	$ -	$ 8.00	$ 8.00	$ 8.00	$ 8.00			X				P	X			Tier 1				X						
98	64	4	Upper Front Range	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	$ -	$ -	$ 2.00	$ 2.00	$ 2.00	$ 2.00			X				P	X	X						X			X	X		
99	65	4	Upper Front Range	US 287: LCR 80C (West)	Intersection improvements.	$ -	$ -	$ 0.60	$ 0.60	$ 0.60	$ 0.60			X				p	X	X						X			X	X		
104	69	4	Upper Front Range	SH 52 Interchange in Hudson	Reconstruction of interchange.	$ 20.03	$ 25.00	$ -	$ -	$ 20.03	$ 25.00	RPP	X				X	P	X	X			X			X			X	X		
107	72	4	Upper Front Range, Eastern	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	$ 16.70	$ 17.49	$ 82.51	$ 82.51	$ 99.21	$ 100.00	RPP		X			X	C	X	X	X				X			X	X		X
103	68	4	Upper Front Range, Greater Denver Area	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 80.00	$ 80.00	$ 80.00	$ 80.00			X	X				X	X			X	X		X			X	X		
106	71	4	Upper Front Range, Greater Denver Area	SH 66: Corridor Improvements East	Safety and intersection improvements.	$ -	$ -	$ 50.00	$ 50.00	$ 50.00	$ 50.00	RPP		X	X		X		X				X		X	X				X		X
111	76	4	Upper Front Range, North Front Range	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	$ -	$ -	$ 110.00	$ 110.00	$ 110.00	$ 110.00			X	X			P							X	X						X
94	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	$ -	$ 2.75	$ 197.25	$ 197.25	$ 197.25	$ 200.00	RPP		X	X		X	P	X	X		Tier 1	X	X	X	X			X	X		X
97	63	4	Upper Front Range, North Front Range	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.	$ -	$ -	$ 20.00	$ 20.00	$ 20.00	$ 20.00			X	X			P	X	X						X			X	X		
129	93	5	Gunnison Valley	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	$ -	$ -	$ 11.45	$ 15.00	$ 11.45	$ 15.00	RPP, FASTER Safety	X	X	X		X	C	X	X		Tier 2			X	X		X	X		X
130	94	5	Gunnison Valley	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	$ 14.72	$ 14.72	$ 12.28	$ 12.28	$ 27.00	$ 27.00		X			X		C	X	X		Tier 2			X			X	X		X
133	97	5	Gunnison Valley	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	$ -	$ -	$ 5.80	$ 9.70	$ 5.80	$ 9.70	RPP, FASTER Safety	X	X	X	X	X	C	X	X				X	X	X			X	X		X
113	78	5	San Luis Valley	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	$ -	$ -	$ 8.00	$ 8.00	$ 8.00	$ 8.00		X	X	X	X	X	P	X	X				X	X	X			X	X		X
114	79	5	San Luis Valley	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	$ 4.60	$ 6.60	$ -	$ -	$ 4.60	$ 6.60	FASTER Safety	X	X	X	X	X	P	X	X		Tier 2			X			X	X	X		X
121	85	5	San Luis Valley	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	$ -	$ -	$ 70.42	$ 70.42	$ 70.42	$ 70.42		X	X	X	X			X	X		Tier 2			X				X	X		X
122	86	5	San Luis Valley	US 160: Alamosa	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X	X	X	X		p	X	X		Tier 2				X			X	X		

TBD

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Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
123	88	5	San Luis Valley	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	$ -	$ -	$ 7.00	$ 7.00	$ 7.00	$ 7.00		X	TBD	X	X	X	P	X	X					X	X		X	TBD	X		X
124	89	5	San Luis Valley	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	$ -	$ -	$ 0.05	$ 5.00	$ 0.05	$ 5.00	FASTER Safety			X	X	X	P	X	X		Tier 2			X				X	X		X
131	95	5	San Luis Valley	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	$ -	$ -	$ 6.00	$ 7.00	$ 6.00	$ 7.00	RPP	X	X	X		X	P	X	X					X	X			X	X		X
115	80	5	Southwest	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	$ -	$ -	$ 16.00	$ 16.00	$ 16.00	$ 16.00		X		X	X	X	C	X	X		Tier 2	X		X	X			X	X		X
116	81	5	Southwest	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	$ 9.10	$ 9.10	$ -	$ -	$ 9.10	$ 9.10		X	X	X	X	X	p	X	X		Tier 2	X	X	X			X	X	X		X
117	82	5	Southwest	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X		X	X		p	X	X		Tier 2	X		X				X	X		X
118	138	5	Southwest	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	$ 5.50	$ 5.50	$ 16.00	$ 16.00	$ 21.50	$ 21.50		X	X	X	X		C	X	X		Tier 2	X			X		X	X	X		X
119	83	5	Southwest	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	$ -	$ -	$ 21.50	$ 21.50	$ 21.50	$ 21.50		X	X	X	X	X	C	X	X		Tier 2	X	X	X				X	X		X
120	84	5	Southwest	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	$ 27.00	$ 30.95	$ -	$ -	$ 27.00	$ 30.95		X		X	X		C	X	X		Tier 2	X	X	X	X		X*		X		X
125	90	5	Southwest	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	$ 7.00	$ 7.00	$ 19.60	$ 19.60	$ 26.60	$ 26.60		X	X	X	X	X	p	X	X		Tier 2	X	X	X	X	X	X	X	X	X	X
126	91	5	Southwest	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	$ 27.30	$ 30.00	$ -	$ -	$ 27.30	$ 30.00	RPP	X		X	X	X	P	X	X		Tier 2	X	X	X	X	X	X				X
127	92	5	Southwest	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 ($71 M) provides 2 lane configuration. Phase 2 ($20 M) provides for additional 2 lanes.	$ 70.00	$ 71.00	$ 20.00	$ 20.00	$ 90.00	$ 91.00	RPP	X	X	X	X	X	P	X	X		Tier 2	X	X	X	X	X	X	X	X	X	X
128	92	5	Southwest	US 550/US 160 Connection - Finalize Pre-Construction	Purchase ROW required for US160-CR302, complete the final design for the connection and prepare the project for advertisement.	$ 10.50	$ 10.50	$ -	$ -	$ 10.50	$ 10.50		X	X	X	X	X	P	X	X		Tier 2	X	X	X	X		X	X	X		X
132	96	5	Southwest	SH 140: New Mexico State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	$ -	$ -	$ 10.00	$ 10.00	$ 10.00	$ 10.00		X		X	X	X	p					X		X							X
					TOTAL - HIGHWAY	$ 2,549.50	$ 3,144.88	$ 6,621.69	$ 6,672.59	$ 9,171.19	$ 9,817.47																					
													Transit Projects																			
134	T1	1	Greater Denver Area	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
135	T2	1	Greater Denver Area	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride/Structure in Idaho Springs.	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
136	T3	1	Greater Denver Area	Denver Tech Center Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
137	T4	1	Greater Denver Area	Castle Rock Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A	TBD	N/A
138	T5	2	Pikes Peak Area	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.	$ 3.00	$ 6.00	$ -	$ -	$ 3.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
139	T6	2	Pikes Peak Area	I-25 Monument Interchange Park-n-Ride	Add northbound Park-n-Ride to I-25 Slip Ramp	$ 3.80	$ 3.80	$ -	$ -	$ 3.80	$ 3.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
140	T7	2	Pikes Peak Area	Monument / SH 105 Park-n-Ride Expansion	The existing park-n-ride accommodates approx. 240 cars. The project would expand the capacity by another 100-120 spaces.	$ 1.20	$ 1.20	$ -	$ -	$ 1.20	$ 1.20								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
141	T8	2	Pikes Peak Area	Tejon Park-n-Ride Expansion and Reconstruction	The existing park-n-ride accommodates approximately 100 cars. The project would expand parking to as much as 200 spaces, improve access / egress for both cars and buses, and leverage the site's potential for additional connections with regional and intercity buses. The project would also improve safety and security of the parking under this section of I-25 with lighting and other measures.	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
142	T9	2	Pueblo Area	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.	$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A

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143	T10	2	Southeast	Convert existing La Junta depot to accommodate a rail/bus/park-and-ride facility	Area providers	$ -	$ -	$ -	$ -	$ -	$ -			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
144	T11	2	Southeast	Convert existing Lamar depot to accommodate a rail/bus facility	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
145	T12	3	Gunnison Valley	Construct a PnR in Montrose (SH 145)	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
146	T13	3	Gunnison Valley	Need to replace or add on to current maintenance facility	Mountain Express	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
147	T14	3	Gunnison Valley	Plan and Construct a regional transit center (including vehicle bays and fuel stations) - cost unknown	All Points Transit	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
148	T15	3	Intermountain	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.	$ 0.80	$ 0.80	$ -	$ -	$ 0.80	$ 0.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
149	T16	3	Intermountain	27th street pedestrian crossing	City of Glenwood Springs	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
150	T17	3	Intermountain	Aspen Maintenance Facility Phase IV Upgrades- CNG Fueling	Pitkin County	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
151	T18	3	Intermountain	Bus stop reconstruction (2) - Meadow Ranch and Snowmass Chapel	Town of Snowmass Village	$ 0.30	$ 0.30	$ -	$ -	$ 0.30	$ 0.30								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
152	T19	3	Intermountain	Catherine store park and ride renovation/expansion 50 spaces @ $10,000 each	Garfield County	$ 0.50	$ 0.50	$ -	$ -	$ 0.50	$ 0.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
153	T20	3	Intermountain	CMC park and ride renovation/expansion	RFTA	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
154	T21	3	Intermountain	Frisco Transit Center - Phases 1-6 Facility improvements including expansion of bus bays and addition of a training and conference room	Summit County	$ 17.50	$ 20.00	$ -	$ -	$ 17.50	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
155	T22	3	Intermountain	Glenwood maintenance facility expansion	RFTA	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
156	T23	3	Intermountain	Local circulator bus infrastructure in Carbondale	Town of Carbondale	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
157	T24	3	Intermountain	Merge with ski area will require a new bus storage facility	Town of Breckenridge	$ 5.50	$ 5.50	$ -	$ -	$ 5.50	$ 5.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
158	T25	3	Intermountain	Mixed-use parking structure at Tiger Dredge lot	Town of Breckenridge	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
159	T26	3	Intermountain	New Castle park and ride construction	RFTA	$ 0.60	$ 0.60	$ -	$ -	$ 0.60	$ 0.60								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
160	T27	3	Intermountain	Old Snowmass bus stop improvements	Pitkin County	$ 0.35	$ 0.35	$ -	$ -	$ 0.35	$ 0.35								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
161	T28	3	Intermountain	Owl Creek Road roundabout bus stops	Town of Snowmass Village	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
162	T29	3	Intermountain	Park and ride expansion	Town of Carbondale	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
163	T30	3	Intermountain	Park and ride expansion	Town of Silt	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
164	T31	3	Intermountain	Park and ride relocation	Town of Rifle	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
165	T32	3	Intermountain	Parking structure to access the Westin Gondola and Main Street	Town of Avon	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
166	T33	3	Intermountain	Sagewood bus stop reconstruction	Town of Basalt	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
167	T34	3	Intermountain	SH 133 pedestrian bridge (along the Rio Grande trail)	Town of Carbondale	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
168	T35	3	Intermountain	SH 6 Streetscape	Town of New Castle	$ 8.00	$ 8.00	$ -	$ -	$ 8.00	$ 8.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
169	T36	3	Intermountain	Two Rivers Road park and ride renovation/expansion	Pitkin County	$ 0.30	$ 0.30	$ -	$ -	$ 0.30	$ 0.30								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
170	T37	3	Intermountain	West Glenwood Springs park and ride sidewalk/ regional trail connection	RFTA	$ 0.44	$ 0.44	$ -	$ -	$ 0.44	$ 0.44								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
171	T38	3	Intermountain	Wood Road roundabout bus stop reconstruction	Town of Snowmass Village	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
172	T39	3	Intermountain	Brush Creek intercept lot transit joint development	Pitkin County	$ 9.00	$ 9.00	$ -	$ -	$ 9.00	$ 9.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
173	T40	3	Intermountain	Build multimodal regional and local bus station	Town of Snowmass Village	$ 40.00	$ 40.00	$ -	$ -	$ 40.00	$ 40.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
174	T41	3	Intermountain	Carbondale administrative and maintenance facility renovation and expansion	RFTA	$ 25.00	$ 25.00	$ -	$ -	$ 25.00	$ 25.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
175	T42	3	Intermountain	Construct transportation facility at park and ride lot in Edwards with indoor facilities	ECO Transit	$ 0.80	$ 0.80	$ -	$ -	$ 0.80	$ 0.80								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A

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176	T43	3	Intermountain	I-70 corridor transportation preferred alternative design and construction (scope and cost TBD)	RFTA	$ -	$ -	$ -	$ -	$ -	$ -			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
177	T44	3	Intermountain	I-70/SH 82 transit connection alternatives analysis/ design	RFTA	$ 50.00	$ 50.00	$ -	$ -	$ 50.00	$ 50.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
178	T45	3	Intermountain	Mixed-use parking structure/transit station Gondola lots	Town of Breckenridge	$ 21.00	$ 21.00	$ -	$ -	$ 21.00	$ 21.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
179	T46	3	Intermountain	Regional bus stop improvements	RFTA	$ 6.00	$ 6.00	$ -	$ -	$ 6.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
180	T47	3	Intermountain	SH 6 and 24 Main Street Streetscape Improvements	Town of Parachute	$ 0.90	$ 0.90	$ -	$ -	$ 0.90	$ 0.90								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
181	T48	3	Intermountain	Snowmass bus storage facility	Town of Snowmass Village	$ 9.00	$ 9.00	$ -	$ -	$ 9.00	$ 9.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
182	T49	3	Intermountain	Snowmass Mall Transit Plaza/Regional Transit Terminus Redevelopment	Town of Snowmass Village	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
183	T50	3	Intermountain	Structured park and ride reconstruction (Basalt, Carbondale, Brush Creek)	RFTA	$ 20.00	$ 20.00	$ -	$ -	$ 20.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
184	T51	3	Intermountain	Terminal connection to BRT	Pitkin County	$ 4.00	$ 4.00	$ -	$ -	$ 4.00	$ 4.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
185	T52	3	Intermountain	Basalt Avenue pedestrian crossing Velocirfta BRT pedestrian crossing	Town of Basalt	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
186	T53	3	Intermountain	Buttermilk pedestrian crossing Velocirfta BRT pedestrian crossing	Pitkin County	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
187	T54	3	Intermountain	27th street pedestrian crossing Velocirfta BRT pedestrian crossing	City of Glenwood Springs	$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
188	T55	3	Northwest	Build a park-n-ride facility in Hayden	City of Steamboat Springs Transit (SST)	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
189	T56	3	Northwest	Remodel existing transit facilities to increase storage and improve efficiency	City of Steamboat Springs Transit (SST)	$ 1.00	$ 1.00	$ -	$ -	$ 1.00	$ 1.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
190	T57	4	Greater Denver Area	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.	$ 1.00	$ 2.00	$ -	$ -	$ 1.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
191	T58	4	Greater Denver Area	SH 119 / Longmont Expansion Park-n-Ride		$ 5.00	$ 5.00	$ -	$ -	$ 5.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
192	T59	4	Greater Denver Area	SH 7 / Broomfield/Thornton Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
193	T60	4	North Front Range	Harmony Rd. Park-n-Ride Expansion	Expansion of exisitng Harmony Rd. Park-n-RIde at Harmony Rd. and I-25.	$ 1.50	$ 1.50	$ -	$ -	$ 1.50	$ 1.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
194	T61	4	North Front Range	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.	$ 2.00	$ 2.00	$ -	$ -	$ 2.00	$ 2.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
195	T62	4	North Front Range	Harmony Road Transit Center Park-n-Ride		$ 3.00	$ 5.00	$ -	$ -	$ 3.00	$ 5.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
196	T63	4	North Front Range	Kendall Parkway/US 34/ Loveland Park-n-Ride		$ 15.00	$ 20.00	$ -	$ -	$ 15.00	$ 20.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
197	T64	4	North Front Range	Hwy 56 / Berthoud Park-n-Ride		$ 10.00	$ 10.00	$ -	$ -	$ 10.00	$ 10.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
198	T65	4	Upper Front Range	Invest in new bus facility	Berthoud Area Transit System (BATS)	$ 0.40	$ 0.40	$ -	$ -	$ 0.40	$ 0.40								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
199	T66	5	Gunnison Valley	SH 145 Park-n-Ride Lawson/Telluride/San Miguel County Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.	$ 1.00	$ 2.50	$ -	$ -	$ 1.00	$ 2.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
200	T67	5	Gunnison Valley	Construct a PnR in Nucla/Naturita area	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
201	T68	5	Gunnison Valley	Construct a PnR in Ridgway	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
202	T69	5	Gunnison Valley	Need more and safer bus pullouts and park and rides	Town of Telluride	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
203	T70	5	Gunnison Valley	Remodel and expand facilities	Town of Telluride	$ 0.50	$ 0.50	$ -	$ -	$ 0.50	$ 0.50								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
204	T71	5	Gunnison Valley	Add gondola parking and maintenance facility	Town of Mountain Village	$ 1.00	$ 1.00	$ -	$ -	$ 1.00	$ 1.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
205	T72	5	San Luis Valley	Establish park and ride and intermodal facility in Buena Vista	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
206	T73	5	San Luis Valley	Establish park and ride and storage facility in Salida	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
207	T74	5	San Luis Valley	Establish park and ride at Loaf-n-Jug site in Alamosa	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
208	T75	5	San Luis Valley	Establish park and ride in Blanca	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A

	Project Summary					Project Funding Need							SWP Goal Areas				Plan / STIP Status		Key Project / Corridor Attributes								Potential Funding Opportunities					
Line	Project ID	Region	TPR	Project Name	Project Description	Tier I $ Funding Need	Tier I $ Total	Tier II $ Funding Need	Tier II $ Total	Tier I/II $ Funding Need	Tier I/II $ Total	Other Funding Sources	Maintain the System	Mobility	Safety	Economic Vitality	Project/ Related Phase in STIP	Included in 2040 Plan	NHS Corridor	Freight Corridor	Con-gressional Corridor	Alt Fuels Corridor	Energy Corridor	Congested Corridor	Federal Lands Access	Multi-Modal	Tolling, P3, or Innovative Financing	SB 228	National Highway Freight Program (formula freight)	FASTLANE (Discretion-ary Grant)	TIGER	FLAP
209	T76	5	San Luis Valley	Establish park and ride in Fort Garland	Area providers	$ -	$ -	$ -	$ -	$ -	$ -			TBD					N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
210	T77	5	San Luis Valley	Establish park and ride, bus pull-out in Conejos	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
211	T78	5	San Luis Valley	Establish park and ride, bus pull-out in Del Norte	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
212	T79	5	San Luis Valley	Establish park and ride, bus pull-out in Monte Vista	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
213	T80	5	San Luis Valley	Establish park and ride, bus pull-out in Walsenburg	Area providers	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
214	T81	5	Southwest	Build a Transportation Center in Pagosa Springs	Archuleta County	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
215	T82	5	Southwest	Build Bus Barn	Southern Ute Community Action Programs	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
216	T83	5	Southwest	Build bus/vehicle shelter	Dolores	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
217	T84	5	Southwest	Central bus shelter with dispatch office	Dolores County Senior Services	$ 0.25	$ 0.25	$ -	$ -	$ 0.25	$ 0.25								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
218	T85	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Archuleta County	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
219	T86	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Cortez	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
220	T87	5	Southwest	Establish park and ride utilizing existing parking infrastructure where possible	Dolores	$ -	$ -	$ -	$ -	$ -	$ -								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
221	T88	1, 4	Greater Denver Area	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.	$ 38.00	$ 38.00	$ -	$ -	$ 38.00	$ 38.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A			X	N/A	N/A		N/A
222	T89	SW	Multiple	(14) 30-40 Passenger Capacity Over the Road (OTR) Coaches	Purchase of 14 OTR 30-40 passenger capacity coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.	$ 6.00	$ 6.00	$ -	$ -	$ 6.00	$ 6.00								N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	N/A		N/A
					TOTAL - TRANSIT	$ 468.44	$ 483.44	$ -	$ -	$ 468.44	$ 483.44																						
					Bike/Ped Projects																												
					TBD																												
					TOTAL - BIKE/PED	$ -	$ -	$ -	$ -	$ -	$ -																						
					Other Transportation Projects																												
223	O1	SW	SW	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.																												
224	O2	SW	SW	Traffic Management Operations Centers (TMOC)	Updates and modernizations to existing TMOCs, and potential new TMOCs in Regions 4 and 5.																												
225	O3	SW	SW	ITS Progammatic Improvements	Replacement and expanson of ITS including addiioanl ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.																												
226	O4	SW	SW	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.																												
227	O5	SW	SW	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.																												
228	O6	SW	SW	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonmous vehicles technology and RoadX corridor projects.																												
229	O7	SW	SW	Truck Parking	Implement recommendations of truck parking study, including potential acquisition, design, and construction of new truck parking facilities												P																
230	O8	SW	SW	Truck Parking Information Management System (TPIMS)	Develop TPIMs for Colorado on key freight corridors, integrating with systems in other States												P																
231	O9	SW	SW	Chain Up Stations	Implement improvements to chain up stations and add additional chain up stations																												
					TOTAL - OTHER	$ -	$ -	$ -	$ -	$ -	$ -																						

Highways	$ 2,550	$ 3,145	$ 6,622	$ 6,673	$ 9,171	$ 9,817
Transit	$ 468	$ 483	$ -	$ -	$ 468	$ 483
Bike/Ped	$ -	$ -	$ -	$ -	$ -	$ -
Other	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL - DEVELOPMENT PROGRAM	$ 3,018	$ 3,628	$ 6,622	$ 6,673	$ 9,640	$ 10,301

Summary of FAST Act Freight Programs

National Highway Freight Program

Program Description

- Provide Federal financial assistance to improve the efficient movement of freight on the National Highway Freight Network (NHFN)

Program Goals

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

Eligible Projects

- A project is eligible for funding if it:
    - Contributes to the efficient movement of freight on the National Highway Freight Network (NHFN), and
    - Is identified in a freight investment plan included in a freight plan
    - Is an intermodal or freight rail project (except that a State can only obligate up to 10% of its total freight apportionment to these projects).
- A project must be on the National Highway Freight Network (NHFN)
- Eligible projects include:
    - Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
    - Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
    - Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
    - Efforts to reduce the environmental impacts of freight movement.
    - Environmental and community mitigation for freight movement.
    - Railway-highway grade separation.
    - Geometric improvements to interchanges and ramps.
    - Truck-only lanes.
    - Climbing and runaway truck lanes.
    - Adding or widening of shoulders.
    - Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP–21.
    - Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
    - Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
    - Traffic signal optimization, including synchronized and adaptive signals.
    - Work zone management and information systems.
    - Highway ramp metering.
    - Electronic cargo and border security technologies that improve truck freight movement.

- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)]
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]

Funding Requirements

- Federal Funding by Year ($85.2 M total):
  - FY 16: $15.5 M
  - FY 17: $14.9 M
  - FY 18: $16.2 M
  - FY 19: $18.3 M
  - FY 20: $20.3 M
- Standard federal match requirements apply.

Nationally Significant Freight and Highway Projects (FASTLANE)

Program Description

- Provide Federal financial assistance to freight and highway projects of national or regional significance

Program Goals

- The goals of the program are to:
  - (A) improve the safety, efficiency, and reliability of the movement of freight and people
  - (B) generate national or regional economic benefits and an increase in the global economic competitiveness of the United States
  - (C) reduce highway congestion and bottlenecks
  - (D) improve connectivity between modes of freight transportation
  - (E) enhance the resiliency of critical highway infrastructure and help protect the environment
  - (F) improve roadways vital to national energy security;
  - (G) address the impact of population growth on the movement of people and freight.

Eligible Projects

- A highway freight project on the National Highway Freight Network (NHFN)
- A highway or bridge project on the National Highway System (NHS), including:
  - A project to add capacity to the Interstate system to improve mobility; or
  - A project in a national scenic area;
- A freight project that is:
  - A freight intermodal or freight rail project; or
  - A project within the boundaries of a public or private freight rail, or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility,
  - provided that the project will make a significant improvement to freight movements on the NHFN and that the Federal share of the project funds only elements of the project that provide

public benefits, and that the total assistance for these projects does not exceed $500 million over the period 2016-2020; or

- A railway-highway grade crossing or grade separation project.

Project Requirements

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
    - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
    - Contingency amounts are available to cover unanticipated cost increases.
- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- For a large project, the Department cannot award a project that is not reasonably expected to begin construction within 18 months of obligation of funds.
- Preliminary engineering and right-of-way acquisition activities, such as environmental review, design work, and other preconstruction activities, do not fulfill the requirement to begin construction within 18 months of obligation for large projects.

Eligible Project Costs

- Financial assistance received for a project may be used for:
    - development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
    - construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

Funding Requirements

- Large Projects – Grant amount of at least $25 million and a total project cost of at least $100 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%.
- Small Projects – Grant amount of at least $5 million. Federal share under grant program may not exceed 60% and total federal share may not exceed 80%

Senate Bill 228
Draft Eligibility and Evaluation Criteria
October 2016

Eligibility Criteria				
E1. Is a "strategic" project (a project of regional or statewide significance serving regional or statewide travel needs, recognized as a high priority at the regional or statewide level, and representing a significant cost or long-term investment.)				
E2. Is identified in the 10-Year Development Program (i.e. is Tier I)				
E3. Is identified as a high priority at the project or corridor level in a Regional Transportation Plan or other Plan (i.e. State Highway Freight Plan, Transit Plan)				
E4. Is ready to go to advertisement by December 2018.				
Evaluation Criteria				
Criteria and Measures	**Low Score**	**Medium Score**	**High Score**	**Weighting**
1. Safety				TBD
1.1 Fatalities reduced	Number of fatalities reduced per year			
1.2 Serious injuries reduced	Number of serious injuries reduced per year			
1.3 Property damage only reduced	Number of property damage only reduced per year			
2. Maintaining the System				TBD
2.1 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved			
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.			
2.3 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	
3. Mobility				TBD
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit	
3.2 Modal choice	No modal choices provided by project	Project provides some modal choice for two of pedestrian, cycling, or transit modes	Project provides excellent modal choice for pedestrian, cycling, AND transit	
3.3 Connectivity and Accessibility	No improved accessibility or connectivity provided by project	Project provides some improved accessibility or connectivity to regionally-important centers	Project provides substantially improved accessibility or connectivity to regionally-important centers	
4. Economic Vitality				TBD
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)			
5. Other Considerations				TBD
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy	
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, *or* leverages other funds	Project builds on recent prior phases or corridor investments *and* leverages other funding.	
6. Estimated Project Cost				

National Highway Freight Program
Draft Eligibility and Evaluation Criteria
October 2016

Eligibility Criteria				
E1. Is on the National Highway Freight Network (NHFN) or is a freight intermodal or freight rail project (federal requirement)				
E2. Is identified as a freight need and project area in the State Highway Freight Plan (federal requirement, begin Dec 2017)				
E3. Is an eligible activity under the National Highway Freight Program (federal requirement - see Eligible Activities)				
E4. Is on a Colorado Freight Corridor or other facility with evidence of significance to freight				
E5. Is able to receive federal funding authorization by September 1, 2017 (see Project Readiness)				
Evaluation Criteria				
Criteria and Measures	**Low Score**	**Medium Score**	**High Score**	**Weighting**
1. Safety				TBD
1.1 Fatalities reduced	Number of fatalities reduced per year for commercial motor vehicle crashes			
1.2 Serious injuries reduced	Number of serious injuries reduced per year for commercial motor vehicle crashes			
1.3 Property damage only reduced	Number of property damage only reduced per year for commercial motor vehicle crashes			
2. Maintaining the System				TBD
2.1 Freight Focus	General asset life improvements with no freight specific design features or freight specific benefits.	General asset life improvements with some freight specific design features or freight specific benefits.	Frieght focused asset life improvements designed to address a specific freight need.	
2.2 Pavement Drivability Life Index improvement	Drivability Life Index x Lane Miles Improved			
2.2 Bridge improvement	Improvement in bridge condition and function, as measured by improvements in structural deficiency scale, sufficiency rating, elimination of load restrictions, or low vertical clearances, or other improvements to bridge metrics identified in the Risk-Based Asset Management Plan.			
2.4 Other asset improvement	Project provides little to no upgrades to culverts, signs, pavement markings, tunnel improvements, or other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides moderate upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	Project provides significant upgrades and enhancements to culverts, signs, pavement markings, tunnel improvements, and other roadway and roadside features that comprise the whole highway infrastructure network, from right-of-way line to right-of-way line	
3. Mobility				TBD
3.1 Reliability or Travel Time	Project provides little or no reliability or travel time benefit	Project provides some reliability or travel time benefit	Project provides significant reliability or travel time benefit	
3.2 Truck AADT	Truck AADT			
3.3 % Truck	% Truck Off-Peak			
4. Economic Vitality				TBD
4.1 Economic Impact	Estimation of project economic impacts (using economic analysis tool such as TREDIS or AASHTO EconWorks, or qualitative assessment if data is unavailable for analysis)			
4.2. Intermodal connections	Project does not support connections between freight modes, nor the promotion of multiple transportation choices, and does not directly impact access to an intermodal facility	Project generally supports connections between freight modes, and promotes some transportation choices and, indirectly impacts access to an intermodal facility	Project enhances and creates workable connections between freight modes, promotes multiple transportation choices, and directly impacts access to an intermodal facility	
5. Other Considerations				TBD
5.1 Resiliency	Project does not improve the resilience of transportation infrastructure.	Project will somewhat improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	Project will significantly improve the resilience of transportation infrastructure by incorporating betterments that mitigate the risks of economic, social, or environmental impacts.	
5.2 Redundancy	Project improves a corridor segment with a high level of redundancy	Project improves a corridor segment with a medium level of redundancy	Project improves a corridor segment with a low level of redundancy or adds redundancy	
5.3 Builds on Other Funding or Phases	Project does not build on recent prior phases or corridor investments, or leverage other funds.	Project builds on recent prior phases or corridor investments, *or* leverages other funds	Project builds on recent prior phases or corridor investments *and* leverages other funding.	
6. Estimated Project Cost				