

# Implementation Strategy



## Funding and Phasing

The purpose of the 72nd Avenue Corridor Study is to evaluate opportunities for enhancing multimodal infrastructure and deliver increased safety and comfort for people walking, biking, riding transit, and driving along, to, and from 72nd Avenue between Pierce and Zuni Streets. The recommendations developed through this planning effort function as a holistic solution to re-envision 72nd Avenue and foster a safer traveling environment for all users. However, each design element and improvement can provide an incremental step towards achieving the overall vision. As a next step, more detailed design solutions should be developed, considering drainage analyses and referencing City of Westminster standards and nationally-recognized design guidelines, such as from the National Association of City Transportation Officials (NACTO).



Figure 57: Streetscape Planters

Though ultimately desired, it is unlikely all recommendations from the 72nd Study can be implemented as one complete project, given the three-mile corridor's extent. Funding for corridor improvements such as these is competitive and can be unpredictable. This plan presents recommendations grouped by corridor segments, so improvements can be designed and implemented as funding becomes available. With this type of implementation strategy, the 72nd Avenue corridor recommendations can be organized and packaged to take advantage of the multiple funding opportunities from federal, state, city, or local/regional programs.

Depending on project priorities, individual project costs, and available funding, different implementation strategies can be advanced to build out the project vision. One scenario might be to package all or many of the sidewalk/multi-use path and crosswalk enhancement projects

to pursue a pedestrian-focused grant opportunity. Another scenario could be to focus first on providing a continuous multi-use path network for a portion or all of the corridor, to be installed on one or both sides, as funding availability allows. Implementing the center median with landscaping in the two proposed corridor segments also presents a strategy to immediately enhance safety for corridor users.

Pilot project implementation offers an additional opportunity for rapidly deploying improvements. In light of ongoing corridor coordination with Adams County, as a first step, City staff could implement a paint-and-post pilot project from Eliot Circle to either Zuni Street or Pecos Street

72nd Avenue in historic Westminster is one of the city's original and major transportation routes. The corridor provides important east-west connections to schools, businesses & services, neighborhoods, parks, open spaces, trails, Westminster Station (served by RTD's B-Line), and other key destinations within the city and beyond. An ongoing collaboration between the City of Westminster, CDOT, RTD, and other partners will be key to implementing and maintaining the vision developed within this planning process. As this vision moves into the design phase, understanding how corridor improvements tie into adjacent municipalities' ongoing/future projects (City of Arvada and Adams County) will be critical.



Figure 58: B Line to Westminster Station

Considering the overall funding landscaping, the current City of Westminster Capital Improvements Program (CIP) extends from 2023-2027. Programming discrete and prioritized improvements within the CIP budget for future years is a critical overall step to complete the corridor vision. Promising state and federal funding sources are outlined in detail within the [Funding Opportunities](#) section in the Appendix.

Cost Estimates

EXHIBIT - B  
72ND AVENUE CORRIDOR STUDY  
Conceptual Rough Order of Magnitude Values  
(Subject to Change)

10/2/2024

Item		PROJECT (ID)						Comment
<b>Construction Cost (Conceptual)</b>								
		Pierce - Depew (3)	Yates - Raleigh (5)	Raleigh - Eliot (6)	Eliot - Zuni (7)	Sheridan Intersection (4)	Study Area Total (1)	
Roadway		\$ 6,608,403	\$ 4,759,392	\$ 8,638,079	\$ 3,996,375	\$ 850,000	\$ 24,852,248	Includes roadway demo cost
Streetscape		\$ -	\$ 190,800	\$ 1,736,044	\$ 567,000	\$ -	\$ 2,493,844	
Signals		\$ 2,325,000	\$ 1,356,250	\$ 3,100,000	\$ 775,000	\$ 775,000	\$ 8,331,250	
<b>Subtotal Estimated Cost</b>		<b>\$ 8,933,403</b>	<b>\$ 6,306,442</b>	<b>\$ 13,474,123</b>	<b>\$ 5,338,375</b>	<b>\$ 1,625,000</b>	<b>\$ 35,677,343</b>	
Demo	1.0%	\$ 89,334	\$ 63,064	\$ 134,741	\$ 53,384	\$ 16,250	\$ 356,773	As a % of estimated cost subtotal
Drainage	5.0%	\$ 446,670	\$ 315,322	\$ 673,706	\$ 266,919	\$ 81,250	\$ 1,783,867	As a % of estimated cost subtotal
Utility Relocation	2.5%	\$ 223,335	\$ 157,661	\$ 336,853	\$ 133,459	\$ 40,625	\$ 891,934	As a % of estimated cost subtotal
Grading	2.0%	\$ 178,668	\$ 126,129	\$ 269,482	\$ 106,768	\$ 32,500	\$ 713,547	As a % of estimated cost subtotal
Hazardous Materials	1.0%	\$ 89,334	\$ 63,064	\$ 134,741	\$ 53,384	\$ 16,250	\$ 356,773	As a % of estimated cost subtotal
<b>Subtotal Hard Cost</b>		<b>\$ 9,960,744</b>	<b>\$ 7,031,682</b>	<b>\$ 15,023,648</b>	<b>\$ 5,952,288</b>	<b>\$ 1,811,875</b>	<b>\$ 39,780,237</b>	
<b>Misc. Construction Cost Items</b>								
Mobilization	8.0%	\$ 796,860	\$ 562,535	\$ 1,201,892	\$ 476,183	\$ 144,950	\$ 3,182,419	As a % of construction cost subtotal
Traffic Control	5.0%	\$ 498,037	\$ 351,584	\$ 751,182	\$ 297,614	\$ 90,594	\$ 1,989,012	As a % of construction cost subtotal
Erosion Control	1.5%	\$ 149,411	\$ 105,475	\$ 225,355	\$ 89,284	\$ 27,178	\$ 596,704	As a % of construction cost subtotal
Construction Survey	4.0%	\$ 398,430	\$ 281,267	\$ 600,946	\$ 238,092	\$ 72,475	\$ 1,591,209	As a % of construction cost subtotal
Material Testing	1.5%	\$ 149,411	\$ 105,475	\$ 225,355	\$ 89,284	\$ 27,178	\$ 596,704	As a % of construction cost subtotal
Utility Investigation / Potholing	2.5%	\$ 249,019	\$ 175,792	\$ 375,591	\$ 148,807	\$ 45,297	\$ 994,506	As a % of construction cost subtotal
Public Information Services	1.0%	\$ 99,607	\$ 70,317	\$ 150,236	\$ 59,523	\$ 18,119	\$ 397,802	As a % of construction cost subtotal
<b>Total Misc. Construction Cost</b>	<b>23.5%</b>	<b>\$ 2,340,775</b>	<b>\$ 1,652,445</b>	<b>\$ 3,530,557</b>	<b>\$ 1,398,788</b>	<b>\$ 425,791</b>	<b>\$ 9,348,356</b>	
<b>Total Conceptual Hard Cost</b>		<b>\$ 12,301,519</b>	<b>\$ 8,684,128</b>	<b>\$ 18,554,205</b>	<b>\$ 7,351,076</b>	<b>\$ 2,237,666</b>	<b>\$ 49,128,593</b>	
<b>Project Contingency</b>								
Scope Contingency	25.0%	\$ 3,075,380	\$ 2,171,032	\$ 4,638,551	\$ 1,837,769	\$ 559,416	\$ 12,282,148	Items not accounted for at conceptual level
<b>Total Contingency</b>	<b>25.0%</b>	<b>\$ 3,075,380</b>	<b>\$ 2,171,032</b>	<b>\$ 4,638,551</b>	<b>\$ 1,837,769</b>	<b>\$ 559,416</b>	<b>\$ 12,282,148</b>	
<b>Total Expected Bid for Construction (Conceptual)</b>		<b>\$ 15,376,899</b>	<b>\$ 10,855,160</b>	<b>\$ 23,192,756</b>	<b>\$ 9,188,845</b>	<b>\$ 2,797,082</b>	<b>\$ 61,410,741</b>	
<b>Soft Cost</b>								
Plans, Specifications & Estimates	12.0%	\$ 1,845,228	\$ 1,302,619	\$ 2,783,131	\$ 1,102,661	\$ 335,650	\$ 7,369,289	
Survey, SUE, Geotechnical	5.0%	\$ 768,845	\$ 542,758	\$ 1,159,638	\$ 459,442	\$ 139,854	\$ 3,070,537	
ROW	1.0%	\$ 153,769	\$ 108,552	\$ 231,928	\$ 91,888	\$ 27,971	\$ 614,107	Assume TCEs
CEI	12.5%	\$ 1,922,112	\$ 1,356,895	\$ 2,899,094	\$ 1,148,606	\$ 349,635	\$ 7,676,343	Construction related soft cost
<b>Total Soft Cost</b>	<b>30.5%</b>	<b>\$ 4,689,954</b>	<b>\$ 3,310,824</b>	<b>\$ 7,073,791</b>	<b>\$ 2,802,598</b>	<b>\$ 853,110</b>	<b>\$ 18,730,276</b>	
<b>Contingency</b>								
Environmental Remediation	5.0%	\$ 1,003,343	\$ 708,299	\$ 1,513,327	\$ 599,572	\$ 182,510	\$ 4,007,051	Environmental Contingency
Owner Contingency	10.0%	\$ 2,006,685	\$ 1,416,598	\$ 3,026,655	\$ 1,199,144	\$ 365,019	\$ 8,014,102	Unknown Contingency During Construction
<b>Total Contingency</b>		<b>\$ 3,010,028</b>	<b>\$ 2,124,898</b>	<b>\$ 4,539,982</b>	<b>\$ 1,798,716</b>	<b>\$ 547,529</b>	<b>\$ 12,021,153</b>	
<b>Overall Cost</b>								
<b>Total Rough Order of Magnitude Budget</b>		<b>\$ 23,076,881</b>	<b>\$ 16,290,881</b>	<b>\$ 34,806,528</b>	<b>\$ 13,790,159</b>	<b>\$ 4,197,721</b>	<b>\$ 92,162,170</b>	

Notes:

- 1) Values are based on conceptual design by others and subject to change
- 2) Values shown are in 2024 dollars and subject to change

Implementation Matrix

72ND CORRIDOR STUDY: PIERCE STREET TO ZUNI STREET													
Project ID	Project Description	Cost	Implementation Strategy	Potential Funding Sources									
				CDOT FASTER Safety	CDOT FASTER Transit	DRCOG TIP	CDOT HSIP	CDOT RMS	FTA TOD Planning	CDOT SRTS Program	USDOT RAISE	FHWA ATIP	
1	Implement the holistic 72nd Avenue Study Vision from Pierce Street to Zuni Street	\$92.2 M	Coordinate with City of Arvada, Adams County and Westminster Parks and Recreation to develop design plans										
2	Complete signage, wayfinding and lighting study to improve legibility between multi-modal facilities, increase user awareness and improve nighttime safety	TBD											
3	<b>Install enhancements from Pierce Street to Depew Street, including:</b> <ul style="list-style-type: none"> <li>Center median with landscaping</li> <li>Repurpose travel lanes and bike lanes on north and south sides and transition to multi-use paths</li> <li>“No Right Turn on Red” signage and enhance crossing visibility at Lamar Street on south side</li> <li>Pedestrian refuge median at Ingalls Street crossing</li> <li>High visibility crosswalk markings and Leading Pedestrian Internal (LPI) at Depew Street intersection</li> <li>Enhanced transit stops (with shelter, bench, and trash can) at Ingalls Street (#11664 &amp; 11665) and Depew Street (#11658 &amp; #11659)</li> <li>Provide enhanced neighborhood connection to multi-use path west of Ingalls Street</li> </ul>	\$23.1 M	<ul style="list-style-type: none"> <li>For center median: Coordinate with Westminster Parks &amp; Recreation to discuss maintenance and determine plantings</li> <li>For multi-use paths: Coordinate with Arvada on lane repurposing transition west of Pierce Street</li> <li>At Lamar Street: Coordinate with City of Arvada to provide enhancements</li> <li>For transit stops: Coordinate with RTD to determine upgrade priority and investigate funding partnerships</li> </ul>										
4	<b>Install enhancements between 5400 W and Yates Street, including:</b> <ul style="list-style-type: none"> <li>Enhanced transit stops (with shelter, bench, and trash can at 5400 West (#35181), Sheridan Boulevard (#11693), Yates Street (#22594) and Xavier Street (#11700 &amp; #11701)</li> <li>Enhanced driveway crossings at commercial center west of Sheridan Boulevard on north and south sides</li> <li>Raised crosswalks at slip lanes and modify slip lane angles at all four approaches at Sheridan Boulevard</li> <li>Enhance driveway crossings at commercial center east of Sheridan Boulevard on north side</li> <li>Repurpose right turn lane west of Yates Street to add multi-use path</li> <li>On north side, repurpose auxillary/right turn lane and add multi-use path</li> <li>On south side, widen existing sidewalk to 8' to enhance transit access for pedestrians and bicycles</li> </ul>	\$4.2 M	<ul style="list-style-type: none"> <li>For transit stops: Coordinate with RTD to determine upgrade priority and investigate funding partnerships</li> <li>For raised crosswalks at Sheridan Boulevard: Coordinate with CDOT; improvements can be completed by CDOT or City of Westminster</li> </ul>										

Project ID	Project Description	Cost Range	Implementation Strategy	Potential Funding Sources							
				CDOT FASTER Safety	CDOT FASTER Transit	DRCOG TIP	CDOT HSIP	CDOT RMS	FTA TOD Planning	CDOT SRTS Program	USDOT RAISE
5	<b>Install enhancements from Yates Street to Raleigh Street, including:</b> <ul style="list-style-type: none"> <li>Repurpose auxiliary/right turn lane to add multi-use path on the north side</li> <li>Repurpose turn lane/widen existing sidewalk to 8-feet on south side</li> <li>Between Winona Court and Winona Street, add pedestrian refuge median and install artistic crosswalk to existing signalized crossing to enhance school zone safety</li> <li>Enhanced transit stops (with shelter, bench, and trash can at Yates Street (#22594) and Xavier Street (#11700 &amp; #11701))</li> </ul>	\$16.3 M	<ul style="list-style-type: none"> <li>For artistic crosswalk: Coordinate with Westminster Public Schools to choose artist</li> <li>For transit stops: Coordinate with RTD to determine upgrade priority and investigate funding partnerships</li> </ul>								
6	<b>Install enhancements from to Raleigh Street to Eliot Circle, including:</b> <ul style="list-style-type: none"> <li>Install center median with landscaping between Bradburn Boulevard and Eliot Circle</li> <li>Repurpose travel lanes to create multi-use paths/widen sidewalks and add amenity space separating the sidewalk and roadway on both the north and south sides between Meade Street and Eliot Circle</li> <li>Add bikeway north of corridor, beginning at Bradburn Boulevard along 73rd Avenue and extending until Canosa Court</li> <li>On 73rd Avenue, promote arts district, including working with local artist to install murals on north side between Bradburn Boulevard and Lowell Boulevard</li> <li>Pedestrian Hybrid Beacon (PHB) and eastbound left turn restriction onto Bradburn Boulevard</li> <li>Repurpose right turn lane on westbound approaches to Irving Street</li> <li>Repurpose right turn lane on east approach to Hooker Street</li> <li>Enhanced transit stops (with shelter, bench, and trash can at Bradburn Boulevard (#200082 &amp; #11687), Lowell Boulevard (#11675 &amp; #11674), and Irving Street (#11667 &amp; #14615))</li> <li>Pedestrian refuge median with RRFB or PHB at Eliot Circle</li> </ul>	\$34.8 M	<ul style="list-style-type: none"> <li>For center median: Coordinate with Westminster Parks &amp; Recreation to discuss maintenance and determine plantings</li> <li>For arts district: Could be paired with infrastructure project when applying for Revitalizing Main Streets funding</li> <li>For transit stops: Coordinate with RTD to determine upgrade priority and investigate funding partnerships</li> </ul>								
7	<b>Install enhancements from to Eliot Circle to Zuni Street, including:</b> <ul style="list-style-type: none"> <li>Repurpose travel lanes on north and south sides to create multi-use paths</li> <li>Enhanced crossing at Eliot Circle</li> <li>Enhanced crossing at Beach Street to access Skyline Park</li> <li>Install safer driveway crossings (colored concrete/pavers) within the Urban Design Improvement Zone from Meade Street to Eliot Circle</li> </ul>	\$13.8 M	<ul style="list-style-type: none"> <li>For multi-use paths: Coordinate with Adams County on lane repurposing transition east of Zuni Street</li> <li>For transit stops: Coordinate with RTD to determine upgrade priority and investigate funding partnerships</li> </ul>								

Funding Opportunities

Agency	Program	2024/2025 Due Date	Program Description	Funding Range	Cost Share	Eligible Uses
FTA	<a href="#">Pilot Program for Transit-Oriented Development (TOD) Planning</a>	Anticipated Spring 2025 opening	The Transit Oriented Development (TOD) planning program provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA's Capital Investment Grants Program. TOD focuses growth around transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems by increasing ridership and fare revenue.	Varies	20% minimum (Max 80% federal contribution limit)	<ul style="list-style-type: none"> <li>Enhance economic development, ridership, and other goals established during the project development and engineering processes</li> <li>Facilitate multimodal connectivity and accessibility</li> <li>Increase access to transit hubs for pedestrian and bicycle traffic</li> <li>Enable mixed-use development</li> <li>Identify infrastructure needs associated with the eligible project</li> <li>Include private sector participation</li> </ul>
CDOT	<a href="#">Revitalizing Main Streets</a>	2024 deadlines (a similar cycle is anticipated for 2025): <ul style="list-style-type: none"> <li>2/28/24</li> <li>4/24/24</li> <li>6/26/24</li> <li>8/28/24</li> <li>10/30/24</li> <li>12/18/24</li> </ul>	The Revitalizing Main Streets grant program enhances active transportation safety and strengthens the connection of people to main streets and central economic hubs. The program encourages physical activity and enhances local economic vitality in towns and cities across Colorado through funding infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections.	\$10,000 to \$250,000 awards	A 10% match is required of project costs, up to \$250,000	<ul style="list-style-type: none"> <li>Expand sidewalks to increase ADA accessibility, or extend current sidewalks;</li> <li>Increase walking trails throughout downtown areas;</li> <li>Add separated bicycle lanes;</li> <li>Increase street landscaping with a landscaped street buffer, street trees or planter boxes in walking areas or sidewalks;</li> <li>Reduced speed limits to allow for safer walking and biking;</li> <li>Add a parklet into the downtown area;</li> <li>Increase pedestrian amenities such as benches, sidewalk lighting or drinking water fountains in walking or bicycle riding areas of downtown districts</li> <li>Public art features may be included to enhance safety and encourage multimodal choices, not to exceed 10% of the grant request.</li> </ul>
CDOT	<a href="#">Safe Routes to School (SRTS)</a>	2024 applications are due 11/4/24. Bi-annual funding cycles	The goals of SRTS are: <ol style="list-style-type: none"> <li>To enable and encourage children in grades Kindergarten through 8, including those with disabilities, to walk and bicycle to school.</li> <li>To make walking and bicycling to school safe and more appealing and</li> <li>To facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic and congestion, fuel consumption, and air pollution in the vicinity of schools.</li> </ol>	Infrastructure: \$100,000 to \$750,000 awards  Non-Infrastructure: \$5000 minimum award, no maximum	Applicants provide 20% of the total project costs, unless qualifying for 100% funding	Funds are available for Safe Routes to School programs that benefit elementary and middle school children in kindergarten through 8th grade; most typically elementary and middle schools but any school that has students in K-8 grades is also eligible. Projects must be within a 2-miles radius of the identified school(s).

Funding Opportunities

Agency	Program	2024/2025 Due Date	Program Description	Funding Range	Cost Share	Eligible Uses
CDOT	<a href="#">Highway Safety Improvement Program (HSIP)</a>	Next cycle for Fiscal Year 2028 is anticipated to begin in December 2024	The HSIP provides States with critical safety funding that is used to save lives and prevent serious injuries on all public roads. The Highway Safety Improvement Program is based on a performance-driven process that identifies and analyzes highway safety problems and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries.	Varies	90% Federal / 10% non-Federal	Safety projects on all public roads.
USDOT	<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</a>	FY25 funding consideration due 1/13/25	The RAISE program funds both capital and planning grants. RAISE is a discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impact.	Urban Areas: Minimum award of \$5 million. Rural Areas: Minimum award of \$1 million. No minimum amount for planning grants.	20% minimum (Max 80% federal contribution limit)	<ul style="list-style-type: none"> <li>highway or bridge projects</li> <li>public transportation projects</li> <li>passenger and freight rail transportation projects</li> <li>port infrastructure investments</li> <li>the surface transportation components of an airport project</li> <li>intermodal projects whose components are otherwise an eligible project type</li> <li>projects to replace or rehabilitate a culvert or prevent storm-water runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program</li> </ul>
USDOT	<a href="#">Active Transportation Infrastructure Investment Program (ATIIP)</a>	Anticipated Summer 2025 opening	The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.	Planning/design: \$100,000 Minimum. Active transportation projects: 15,000,000 Minimum.	20% minimum (Max 80% federal contribution limit)	Funding for active transportation networks that connect people to everyday destinations like public transportation, businesses, workplaces, schools and other community activity centers, as well as active transportation/trail spines that link communities and regions
USDOT	<a href="#">Transportation Improvement Program (TIP)</a>	Next call for projects in 2025	The Denver Regional Council of Governments (DRCOG) Transportation Improvement Program (TIP) specifically programs the federally- and state-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a four-year period. The 8 counties in the Denver region hold subregional forums (Adams County is Westminster's subregion).	Sponsors must request a minimum of \$100,000 in DRCOG allocated funds	20% match from non-federal financial resources for STBG, CMAQ, CRP, and TAP funding requests submitted for consideration	Project Categories Eligible for Regional and Subregional Share Funding: <ul style="list-style-type: none"> <li>Multimodal Capital</li> <li>Regional BRT Projects</li> <li>Corridor Transit Planning</li> <li>Arterial Safety /Regional Vision Zero</li> <li>Active Transportation</li> <li>Freight</li> <li>Studies</li> <li>Other</li> </ul>

Funding Opportunities

Agency	Program	2024/2025 Due Date	Program Description	Funding Range	Cost Share	Eligible Uses
CDOT	<a href="#">Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Safety Mitigation Program</a>	TBD - Funding requests are made via an application submitted by one of CDOT Engineering and evaluated by CDOT HQ	FASTER established the Road Safety Fund to support the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. The fund dollars are allocated based on a statutory formula: 60% to CDOT, 22% to counties, and 18% to municipalities. FSM planning estimates are established for each CDOT region using a formula based on an economic valuation of regional crash experience. The current regional planning distribution through Fiscal Year 2026 for Region 1 = 34.24%.	Varies	Local recipients are required to provide a minimum 20% local match	Eligible for use with all modes of travel during all phases of design and construction of accepted road safety projects; however, construction of infrastructure improvements is required. <ul style="list-style-type: none"> <li>Asset Management and Other Asset Management includes proactive projects that address the safety aspects of CDOT assets such as pavement (resurfacing/reconstruction), culvert repairs or rockfall mitigation</li> <li>The Operations-related projects include portable and/or variable messaging signs or the installation of fiber optic lines</li> <li>Other-related projects include planning/feasibility studies and pedestrian-bicycle facilities</li> </ul>
CDOT	<a href="#">Funding Advancement for Surface Transportation and Economic Recovery (FASTER) Transit Grants</a>	TBD - Funding requests are made via an application submitted by one of CDOT Engineering and evaluated by CDOT HQ	FASTER dollars have provided the first permanent infusion of state funds for transit, which have been instrumental in helping maintain existing local transit systems, guiding the first steps toward regional bus transit service, and determining the feasibility of a high speed rail system. FASTER transit funds are split between local transit grants (\$5 million per year) and statewide projects (\$10 million per year). The \$5 million in local transit grants is awarded competitively by CDOT regional offices, while statewide funds are awarded by the CDOT Division of Transit and Rail to statewide, interregional, and regional projects.	Varies	Local recipients are required to provide a minimum 20% local match	Among the types of projects that have been awarded are the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.