

Appendix C: Funding

Funding Opportunities						
Agency	Funding Program	Description	Funding Amount	Local Match Requirement	Status/Anticipated Funding Release Date	Links
USDOT	Advanced Transportation Technology and Innovation (ATTAIN) Program	The ATTAIN Program is intended to provide funding to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Up to \$12,000,000	20%	IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	Advanced Transportation Technologies and Innovation Program Fact Sheets
USDOT	Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant (formerly RAISE) is a federal program aimed at supporting transportation infrastructure projects that promote sustainability, equity, and resilience. Administered by the U.S. Department of Transportation, BUILD provides funding for projects that improve safety, environmental outcomes, and accessibility, particularly in underserved and rural communities. It focuses on creating long-lasting infrastructure improvements that address the needs of diverse populations while fostering economic growth and environmental stewardship. BUILD also funds planning projects, including planning, preparation, or design (for example- environmental analysis, community engagement, feasibility studies, benefit cost analysis (BCA), and other pre-construction activities) of eligible surface transportation capital projects that will not result in construction with funding.	Capital grant in urban area: \$5 million to \$25 million. There is no minimum award size for planning grants.	20%	Next anticipated opening in late 2025 or early 2026. IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	Better Utilizing Investments to Leverage Development (BUILD) Grant Program
USDOT	Safe Streets and Roads for All (SS4A)	The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or "Toward Zero Deaths" initiatives. Implementation funding provides for carrying out projects and strategies identified within a Comprehensive Safety Action Plan.	Implementation grants: \$2,500,000 to \$25,000,000	20%	Next anticipated opening in spring 2026. IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	How to Apply for the SS4A Opportunity
CDOT	Accessibility Program	CDOT's Accessibility Program is designed to help public entities meet ADA Title II requirements. The program primarily funds improvements such as curb ramps, sidewalks connecting to ramps, and pedestrian safety features like push buttons. Historically, this pool supported standalone ADA projects, but since last year, it has become more flexible—allowing funds to be used as add-ons to resurfacing or larger projects. Local agencies typically coordinate through the Resident Engineer during project scoping and may need an Intergovernmental Agreement (IGA) for improvements.	\$2.5 million allocated per year for projects in CDOT Region 1	Unknown	Funding is currently available for Region 1, but CDOT's hiring freeze and broader budget uncertainty may affect long-term availability. There has been no formal statewide Notice of Funding Opportunity calendar published for this program.	CDOT's Accessibility Program
CDOT	Funding Advancements for Surface Transportation and Economic Recovery (FASTER)	FASTER aims to improve roadway safety, repair deteriorating bridges, and support and expand transit. FASTER has established and helped advance progress across three major funding programs: the Road Safety Fund, the Bridge Special Fund, and the State Transit and Rail Fund. These funds in turn support three important CDOT programs: FASTER Safety Program, Colorado Bridge Enterprise, and FASTER Transit Grants Program.	Unknown	Unknown	Next anticipated opening in spring 2026.	CDOT FASTER
CDOT	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal initiative aimed at reducing traffic fatalities and serious injuries on public roads. It provides funding to states for safety improvement projects that are data-driven and focus on reducing crashes. The program emphasizes identifying high risk locations and implementing cost-effective measures to enhance roadway safety for all users. Twenty-five percent of HSIP for Region 1 is set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Local agency HSIP funding applications not exceeding a requested amount of \$500,000 are eligible to be considered for this set aside.	Minimum request \$250,000, multiple project locations can be combined to meet the \$250,000 threshold)	10%	Next anticipated opening in late 2025/early 2026. IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	CDOT Highway Safety Improvement Program
CDOT	Safe Routes to School	The FHWA Safe Routes to School (SRTS) program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around school travel.	Infrastructure grants: \$100,000 to \$1,000,000 Non-Infrastructure grants: \$5,000 to \$1,000,000	20%	Bi-annual cycle, with next anticipated opening in late 2026.	CDOT Safe Routes to School Program
CDOT	Transportation Alternatives Program (TAP)	Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choice, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways	Varies	20%	Next anticipated opening in early 2026. IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	CDOT Transportation Alternatives Program
Colorado Energy Office (CEO)	Community Accelerated Mobility Project (CAMP)	Grant funding for community-led e-mobility projects. CAMP offers two phases of grant funding: Technical Readiness Planning Phase and Implementation Phase.	Up to a \$75,000 grant per project for Technical Readiness Planning grants; Up to a \$1,000,000 grant per project for Implementation grants	Minimum 5%	1-2 rounds for each phase annually.	CEO Community Accessibility Mobility Project
CEO	Local Implementation, Mitigation, and Policy Action (Local IMPACT) Accelerator	The Local Climate Action Accelerator program will support local government climate policy adoption in the sectors where local governments can make a significant impact on emissions. Eligible policies and projects for the transportation sector include: policies that encourage high quality active transportation infrastructure, transit prioritization, transportation demand management, and fee-based vehicle registration incentives.	\$200,000/award for policy adoption and \$1.8 million/award for implementation. The Colorado Energy Office may award smaller or larger amounts.	5%	1-2 rounds annually.	CEO Local IMPACT Accelerator

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DRCOG	Transportation Improvement Program (TIP)	The DRCOG TIP outlines a four-year plan for federally and state-funded transportation projects to be implemented in the Denver region, aligning with the goals of Metro Vision and the Regional Transportation Plan. Developed through collaboration among local governments, the Colorado Department of Transportation, and the Regional Transportation District, the TIP ensures that selected projects meet air quality standards and regional priorities. The program includes set-aside funds for specific initiatives, to address targeted regional needs. TIP funding is sourced from 5 major programs: Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA), Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), and State Multimodal Transportation and Mitigation Options Fund (MMOF).	\$100,000 minimum	20%	The next call for projects will be late 2027 to early 2028 for subregional share and regional shares. IIJA funding is currently committed through Fiscal Year 2026. There is uncertainty regarding funding availability beyond this period.	DRCOG Transportation Improvement Program
DRCOG	Transportation Improvement Program (TIP) Set Asides Programs	DRCOG's Transportation Improvement Program also funds set-aside programs. Under the Policies for TIP Program Development, a portion of available DRCOG-controlled funds are removed from the pool of available funds prior to a call for projects for the Transportation Improvement Program. These funds are set-aside for specific projects that address priorities identified by the Board. Each program develops its own policies, solicitation application and evaluation criteria. For the Fiscal Year 2024-2027 TIP, the TIP Policy identifies five set-asides: • Transportation Demand Management (TDM) Services • Regional Transportation Operations and Technology • Air Quality Improvements (dedicates funds exclusively for the Regional Air Quality Council) • Human Service Transportation • Corridors, Community, Livability and Innovative Planning. This set-aside is made of four constituent programs: Transportation Corridor Planning, Community-Based Transportation Planning, Livable Centers Small-Area Planning, and Innovative Mobility. These four set asides fund a variety of transportation studies or analyses.	Set asides for fiscal years 2024-2027 • Transportation Demand Management: \$2 Million • Regional Transportation Operations and Technology: \$16 Million for projects, \$4 Million towards signal timing plan development • Human Service Transportation: \$8 Million • Transportation Corridor Planning: \$3 Million • Community-Based Transportation Planning: \$2.5 Million • Livable Centers: \$2.5 Million • Innovative Mobility: \$4 Million	20% for TDM, Regional Transportation Operations and Technology, and Human Service Transportation. No local match required for Transportation Corridor Planning, Community-Based Transportation Planning, Livable Centers Small-Area Planning, and Innovative Mobility.	The next calls are anticipated for: • Transportation Demand Management non-infrastructure projects: summer 2027 for Fiscal Year 2028 funding. • Regional Transportation Operations and Technology: spring 2026 for fiscal years 2027-2029 funding. • Human Service Transportation: winter 2025 for Fiscal Year 2026 funding. • Transportation Corridor Planning: summer 2027 for Fiscal Year 2028 funding. • Community-Based Transportation Planning: fall 2026. • Livable Centers Small-Area Planning: fall 2026. • Innovative Mobility: fall 2026.	DRCOG Transportation Improvement Program Set-Asides