



COLORADO
**Transportation
Investment Office**

CTIO Board Retreat

September 23, 2025

Overview

CTIO History &
Authority and
Legislative
Framework, and
Mission

Current Focus
Areas and
Investments

On The Horizon:
Opportunities and
State Vision

CTIO History & Authority, Legislative Framework, and Mission

Historical Milestones

1999

Senate Bill 99-088

Mandated the creation of tolled Express Lanes on I-25 Central HOV lanes

2002

House Bill 02-1310

Formation of the Colorado Tolling Enterprise (CTE) to develop a statewide system of toll facilities

2006

Opening of the I-25 Central Express Lanes managed by CTE

2009

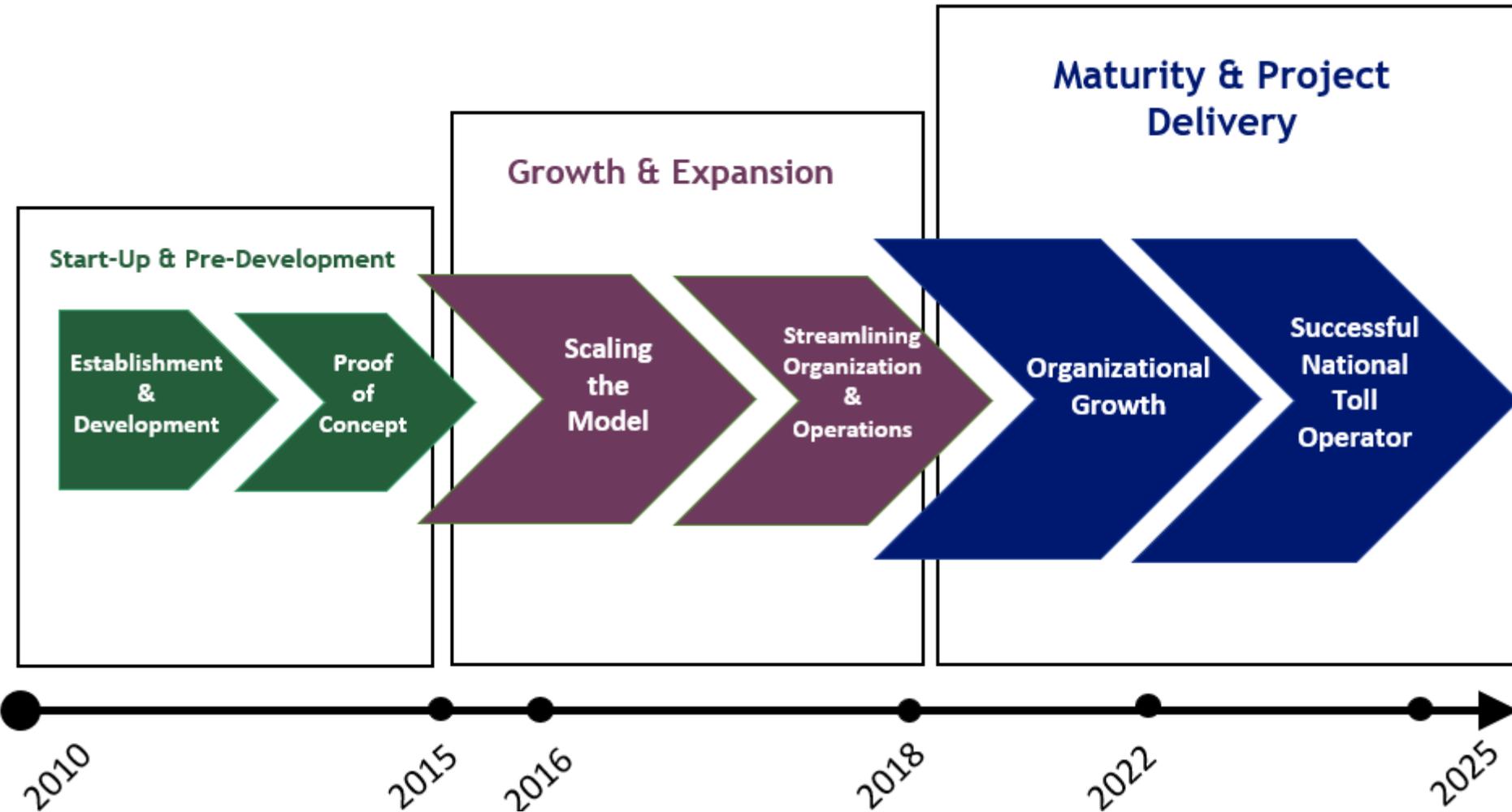
Senate Bill 09-108

FASTER Created HPTE
Succeeded to the powers, rights and duties of CTE

FASTER Context

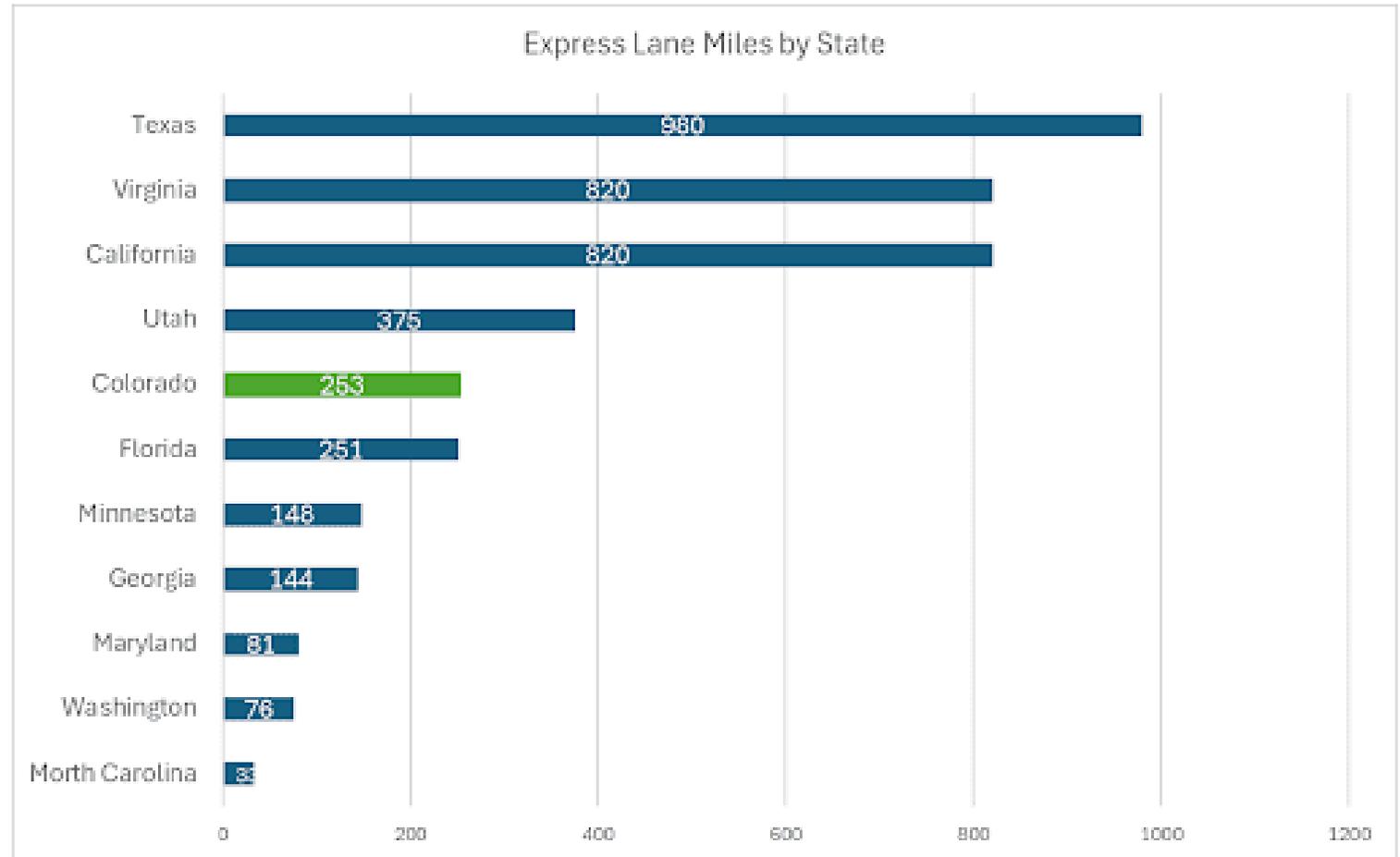
- Passed in 2009 as part of larger Funding Advancement for Surface Transportation and Economic Recovery (“FASTER”) legislation
- Passed during the Recession when securing funds for transportation was extremely challenging
- Meant to bridge the funding gap for transportation projects
- Allows for independent financing outside the confines of CDOT and TABOR
- Required to “*aggressively pursue*” innovative means of more efficiently financing important transportation projects
- High Performance Transportation Enterprise (HPTE) for legislative and legal purposes, doing business as the Colorado Transportation Investment Office (CTIO)

CTIO Growth



National Peer Comparison

- Colorado has approximately 176 operational lane miles of Express Lanes.
- Colorado ranks #5 of 11 states with Express Lanes.



Recent Legislative Changes

2018

Senate Bill 18-01

Managed Lanes
Study

2020

Senate Bill 20-017

Additional P3
reporting

2022

House Bill 22-1074

Traffic Violations on
Interstate 70
Shoulder Lanes

2024

Senate Bill 24-184

Support Surface
Transportation
Infrastructure
Development

Senate Bill 24-184

Support for the development of surface transportation infrastructure, and, in connection therewith, providing funding and operational flexibility needed to support the development of transit and rail infrastructure, and making an appropriation

The bill clarifies the scope of CTIO powers and duties to explicitly prioritize reducing traffic congestion and pollution through multimodal transportation projects. A new fee is created to facilitate these projects

SB24-184 authorizes CTIO to administer a fee of \$3 per day for all rental vehicles. This is expected to generate an average of \$92 M per year.

CTIO Today

Current Focus Areas and Investments

Focus Areas

Accelerating Project Delivery with Innovative Financing

Reducing Congestion and Offering Choice

Supporting Transit Infrastructure

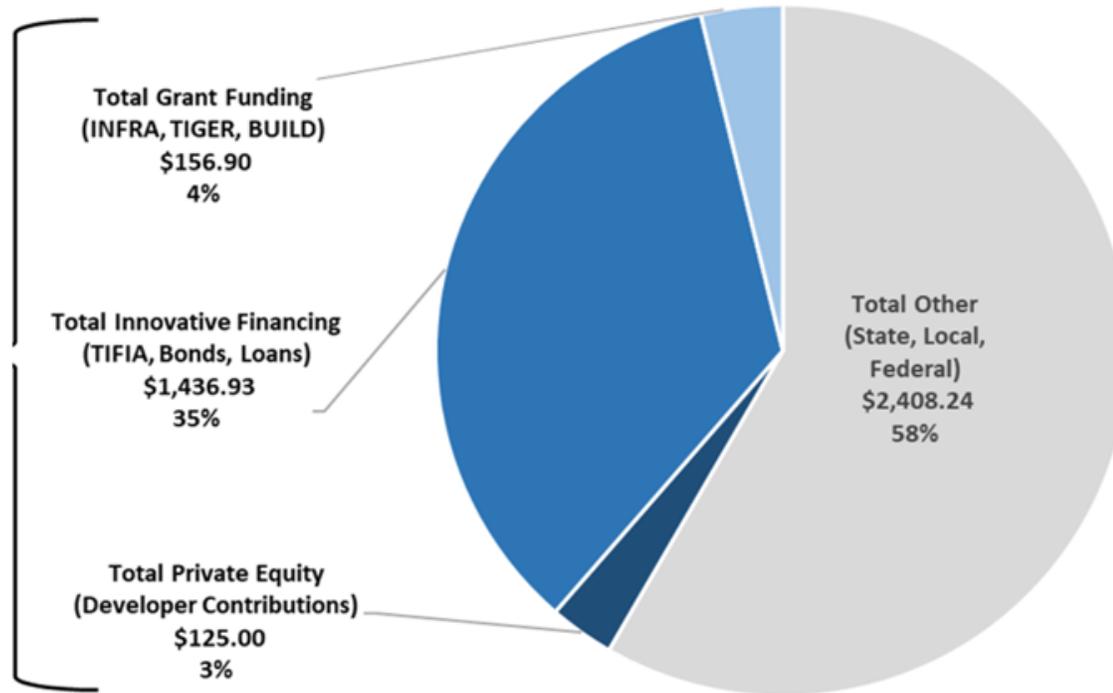
Improving Safety

Procurement of New Commercial Back Office

Project Financing Secured Through Express Lanes

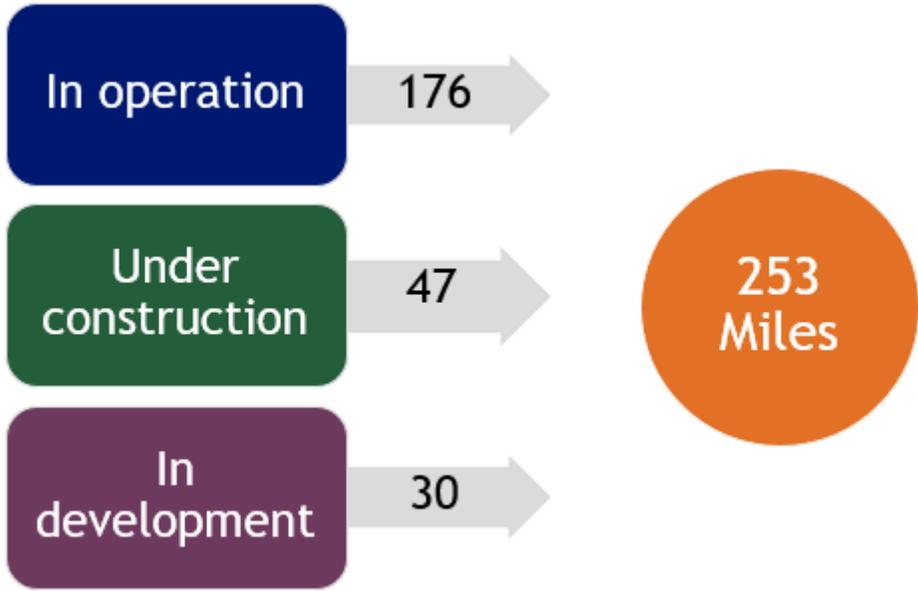
CTIO and CDOT have delivered \$4.13 billion in joint projects since 2009

Total Project Funding Secured by Express Lanes
\$1.72 Billion
42%



- **US 36/I-25 Central (P3)**
- **Central 70 (P3)**
- I-25 North
 - US 36 to Northwest Pkwy/E-470
 - Mead to Fort Collins
- I-25 South Gap
- C-470
- I-70 Mountain Express Lanes

Express Lanes Network



NEW EXPRESS NETWORK USAGE

33
million total vehicles
USING THE
EXPRESS LANES

4.7
million total
FREE TRIPS BY
HOV3+ USERS

14.3%
AVERAGE
HOV USE



Safety and Toll Enforcement Program (STEP)

- Violators identified by this technology are issued a civil penalty via mail.
- The purpose of this enforcement is, most importantly, to keep all roadway users safe.
- CTIO is working to incorporate this technology across the Express Lanes network.
- The STEP is active on the Mountain Express Lanes, C-470, Central 70, I-25 South Gap, and I-25 North.
- 91% of vehicles commit only one or two violations
- CTIO has seen a 90% drop in violations since the program started

CTIO will use a mix of roadway sensors, cameras and other sophisticated technology to monitor and enforce these rules.



\$75
Civil
Penalty

The fine for these infractions is a \$75 civil penalty sent via mail to the registered address associated with the vehicle's license plate. If the penalty is not paid within 20 days of issuance, it will automatically increase to \$150.*

New Commercial Back Office Procurement Goals

Flexible, Scalable, and Robust

- Solution capable of adapting to future lane growth, and incorporating new tolling technologies and transaction types (rail, transit, etc.) to support CTIO and CDOT's mission

Full access / visibility to all data and processes

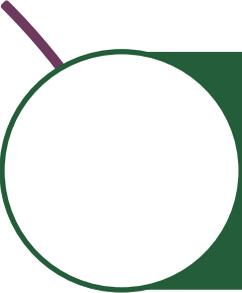
- Enable CTIO Visibility into Full Transactional Lifecycle
- Cost Model and Financial Data
- Comprehensive Operational Insights to Drive Decision Making

Performance-based contract

- Key Performance Indicators
- Robust Non-Compliance Regime

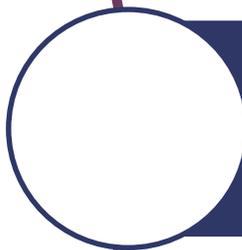
On the Horizon: Opportunities and State Vision

Opportunities



Rail and Transit

- Mountain Rail and Front Range Passenger Rail
- Winter Park Ski Train Expansion
- Bustang



Express Lanes

- I-25 North
- I-270



Program Wide

- Commercial Back Office & Partnerships

Mountain Rail

The proposed Mountain Rail project aims to restore passenger service in Northwest Colorado, utilizing existing freight corridors due to reduced coal demand. The initial focus is the Denver to Craig line through Winter Park and Steamboat Springs, connecting Denver with mountain towns and recreational destinations. CDOT is coordinating with the Federal Rail Administration to advance readiness.

Key Objectives

- Enhanced regional connectivity, economic development, and land use
- Promote sustainable transportation
- Leverage existing infrastructure to improve multimodal transportation options

Current Planning Status

- Early stages of fast tracked feasibility planning and Service Development Plan (SDP) development

Commencement Of Operation

- Seeking to commence operations by 2026



Front Range Passenger Rail

- Front Range Passenger Rail (FRPR) is a proposed intercity rail system connecting major Front Range cities in Colorado, including Pueblo, Colorado Springs, Fort Collins, and Denver, within a 173-mile corridor. The project will start with the northern portion from Fort Collins to Denver and expand south to Pueblo in future phases, with CDOT coordinating with the Federal Rail Administration to advance readiness.

Key Objectives

- Improve transit capacity and alleviate commuter traffic
- Foster economic growth and development by enhancing connectivity
- Provide energy efficient and more sustainable modes of transportation



Continued Winter Park Ski Train Expansion

Amtrak provides Winter Park Express service to Winter Park under an agreement with Winter Park Resorts. For the 2024-25 Ski Season, CTIO partnered with Winter Park to:

- Commence operations early in December
- Expand to 5 day a week operation, Thursday - Monday
- Implement a new ticket pricing structure, capped at \$39 one way and as low as \$9 one way
- Ability to embark/disembark at the Fraser station

There is opportunities to continue this partnership for the upcoming 2025-26 season and as an additive service to Mountain Rail.



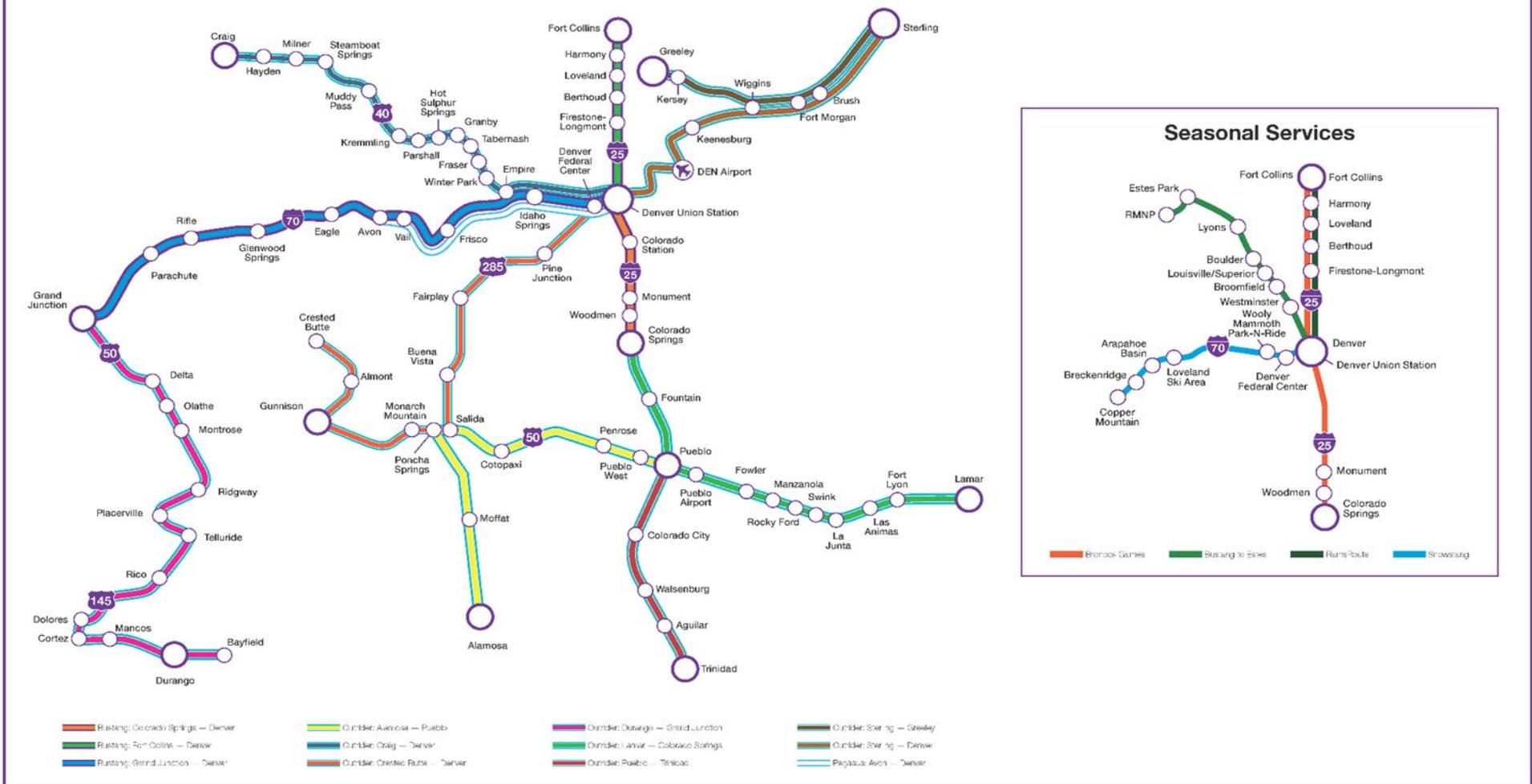
Bustang Update

Bustang History

- **2015** - Bustang “Main Lines” service launched as a commuter-focused service serving the Front Range
- **2018** - Rural-focused Bustang Outrider network launched in 2018 - Eight (8) Routes throughout Colorado
- **2019** - Seasonal services, Snowstang and Bustang to Estes Park, both launched
- **2022** - SB22-180 Passed
 - Pegasus shuttle service launched offering more frequent service between Denver and Vail using smaller, non-CDL vehicles
 - Significantly increased service on I-70 & I-25
- **2025** - Bustang 10-year anniversary!



Bustang Network Map



Bustang Service Expansion

Colorado SB 22-180 (signed May 2022) provided \$30 million over three years to implement a pilot service expansion program

Corridor	Before SB 22-180	Phase I Expansion (Completed Fall 2024)	Full Expansion Service (Completed Winter 2024)
I-25 North Fort Collins to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-25 South Colorado Spgs. to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-70 West (Bustang) Grand Junction to Denver	4 Daily Round Trips <ul style="list-style-type: none"> • 2 Denver-Grand Junction • 1 Denver-Glenwood Spgs • 1 Denver-Avon 	7 Daily Round Trips <ul style="list-style-type: none"> • 3 Denver-Grand Junction • 4 Denver-Glenwood Spgs 	15 Daily Round Trips <ul style="list-style-type: none"> • 6 Denver-Grand Junction • 9 Denver-Glenwood Springs
I-70 West (Pegasus) Denver to Avon	Did not exist	10 Daily Round Trips Fri-Sun 6 Daily Round Trips Mon-Thurs	Maintain Current Service

Next Steps and Key Takeaways



- SB 22-180 Provided \$30 million GF for expansion of Bustang I-25 and I-70 service for a 3-year pilot
- Pilot program has been a notable success, with ridership levels increasing year over year
- Despite a strong farebox recovery ratio and diverse funding sources, when expansion pilot funding from the legislature has been expended, there will be a funding shortfall that will need to be addressed
- CDOT is exploring mechanisms to continue offering expanded service past the conclusion of the pilot program



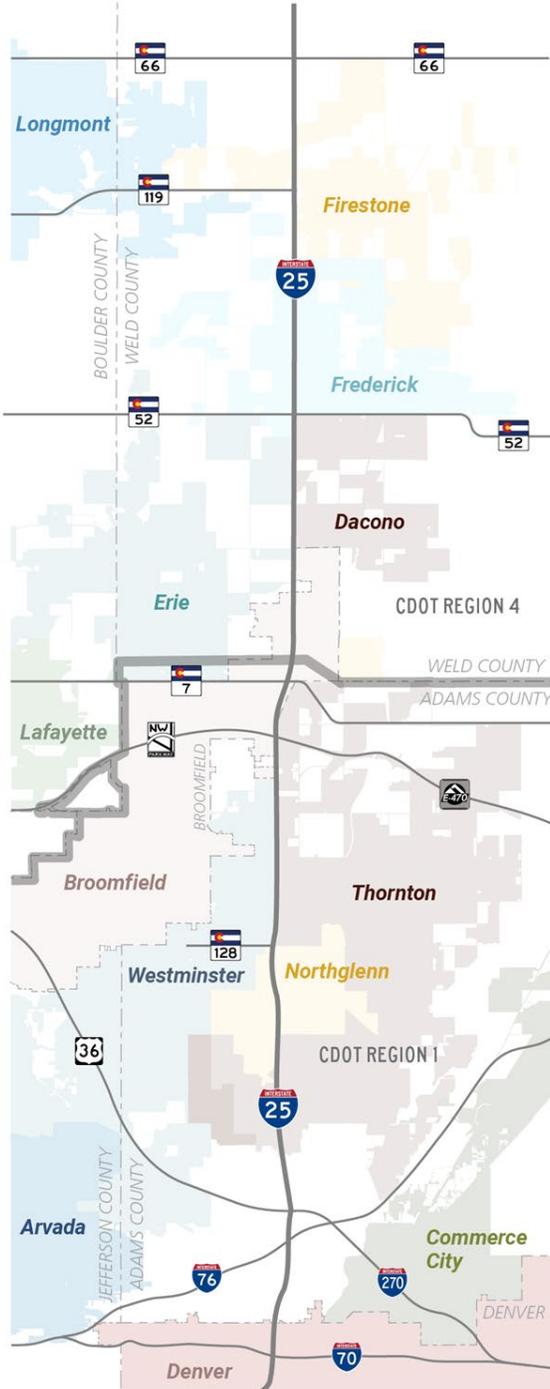
I-25 North: Proposed Project Portfolio CTIO Briefing



COLORADO

Department of Transportation

Safety & Operational Need I-25 North Project Portfolio



Segment 4

Segment 3

Segment 2

2050 Growth Projections (27 years)

- **28% population increase** in Adams, Broomfield, Boulder, Larimer, and Weld Counties
- **31% traffic increase** between 84th Ave and CO 66

Safety

- Segments 2, 3, and 4 have averaged 3.2 crashes/day over a 7-year period
- Segments 2 & 4 have areas of a LOSS 4, the worst interstate safety rating

Segments 2, 3, 4: Crash Data from 2018 to 2024

Segment	Length (miles)	Serious Injury & Fatality	All
2A	4	55	4089
2B	2	16	964
3	6	50	1717
4	14	49	1440
Total	26	170	8210

Express Lane Usage (2024)

- Segment 2: 9 million motorists
- Segment 3: 4 million motorists
- Profited \$21.8M (exceeding T&R study)
- Greenhouse reduction of 8% in peak hours



I-25 Corridor Mission & Goals

Strategically progress projects based on criteria such as safety, aging infrastructure, and congestion, while incorporating multi-modal alternatives. CDOT continually employs innovative partnering, delivery, and financing to advance and maximize scope with constrained resources.



Safety
Improvements



Mobility Hub
Network



100-yr Flood
Resiliency



Structure
Improvements



Interchange
Improvements



Shoulder
Widening



Express Lane
Addition



4' Buffer



General
Purpose Lane
Addition

CDOT & Stakeholder Corridor Priorities

- Improve safety and operations
- Provide efficient and reliable travel choices
- Improve trip reliability
- Reduce greenhouse gasses

Scope to Upgrade Mobility:

- Completes a critical 16-mile express lane link to finalize the 60.5-mile corridor from Denver to Ft. Collins for Bustang
- Upgrades two mobility hubs to median-loaded for a safer and more efficient experience

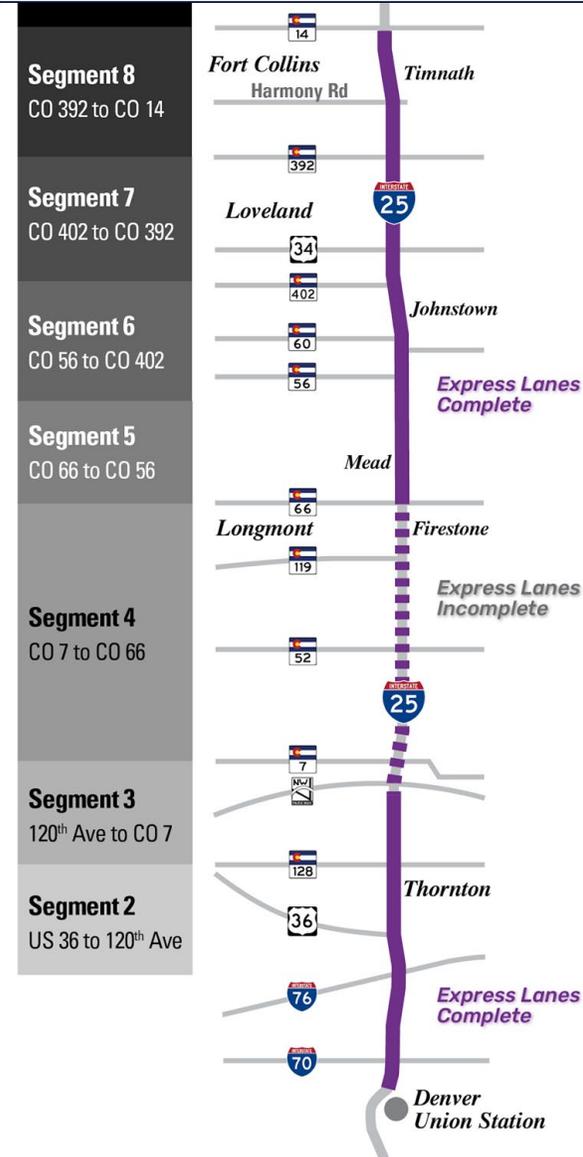
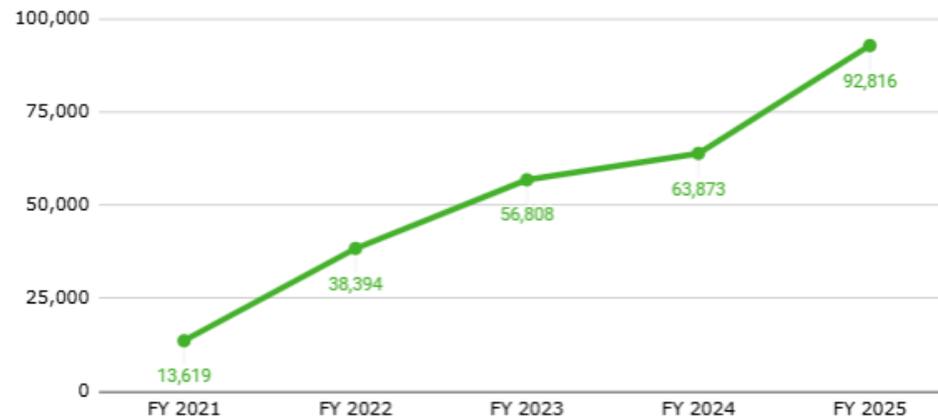
Mobility Benefits:

- Travel time savings from a SOV, up to **30 minutes** riding Bustang from the Longmont hub to Union Station at the AM and PM Peak times
- Increases safety and operations by eliminating dangerous weaving movements by the bus

Bustang North Line:

- **Most used route across entire Bustang network**
- Ridership is back to pre-pandemic numbers
- Doubled service in 2024 to 12 round trips a day

North Line Ridership by Fiscal Year



2A: US 36 to 104th Ave | 4 miles

2B: 104th Ave to 120th Ave | 2 miles

Scope:

- Standard width for lanes, shoulders, and buffer zone to increase safety refuge areas and driver comfortability
- NB Climbing lane for heavy freight and bus corridor and auxiliary lane for weaving relief
- SB general purpose lane and auxiliary lane for weaving relief
- New bridge at 88th Ave., ped bridge at 112th, sound walls, and drainage structures

Benefits:

- Estimated 46% reduction in crashes in an area that averages 2.7 crashes per day and 13 fatalities between 2021 to 2023
- Increases trip reliability by 11 min in PM peak and 5 min in AM peak

Cost & Project Readiness:

- Program Cost: **\$347M** (2A - \$265M and 2B - \$82M)
- PDSM: 2026 | Design: 2026-2029 | Construction: 2027 – 2031
- Staff advancing approved 2A project, public meeting Oct. 22nd



3B: 104th Ave to 120th Ave | 2 miles • **4: CO 7 to CO 66 | 14 miles**



Scope:

- Add standard width express lanes and buffer areas (mostly widening to the middle)
- Upgrade three interchanges: CO 7, CO 52 (LOSS 4 - worst), & CO 119 (LOSS 4)
- Upgrade to median-loaded mobility hub at CO 7 & CO 119 to maximize safety and efficiency
- Widening or reconstructing 16 bridges & new drainage structures, ensuring I-25 is out of

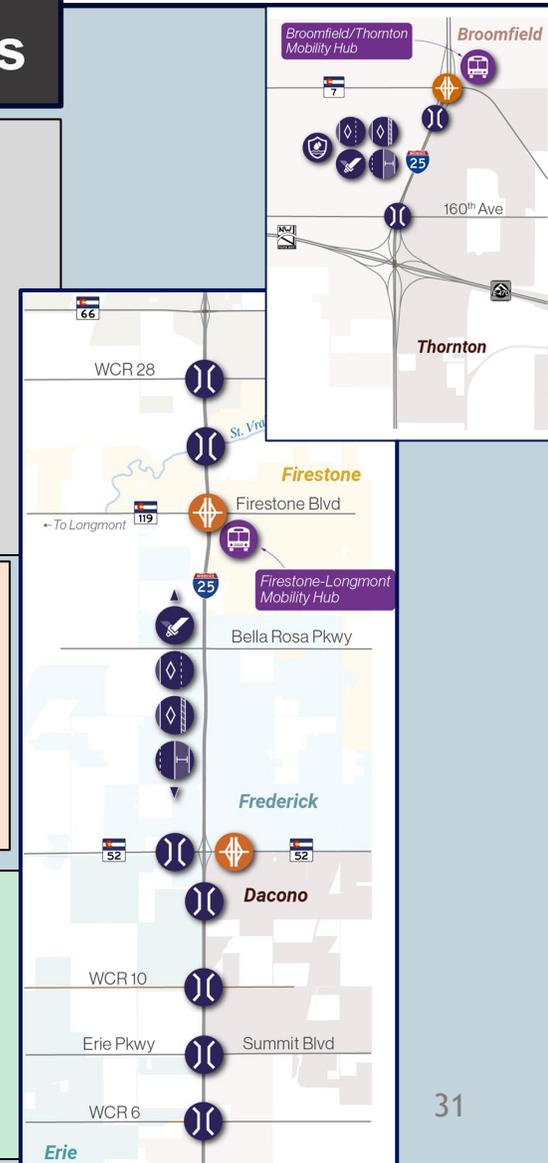
100-year event at St. Vrain & Pebble Creek

Benefits:

- Build a key 16- mile connection to the express lane network
- Connect major transit routes with the N/S I-25 corridor with the E/W CO 119 corridor & the E/W CO 7 corridor

Cost & Project Readiness:

- Program Cost: **\$630M** (Segment 3B - \$281M & Segment 4 - \$349M)
- Potential to combine Segments 3B & 4 - PDSM: 2026 | Design: 2026-2028 | Construction: 2027-2032





I-270 Corridor Improvements

I-270 Corridor Improvements Project Overview
CTIO Board Retreat - September 23, 2025





I-270 Corridor Improvements

Background

Project limits

- Full extent of I-270 between I-25 and I-70

Location

- Denver & Adams County

Original construction

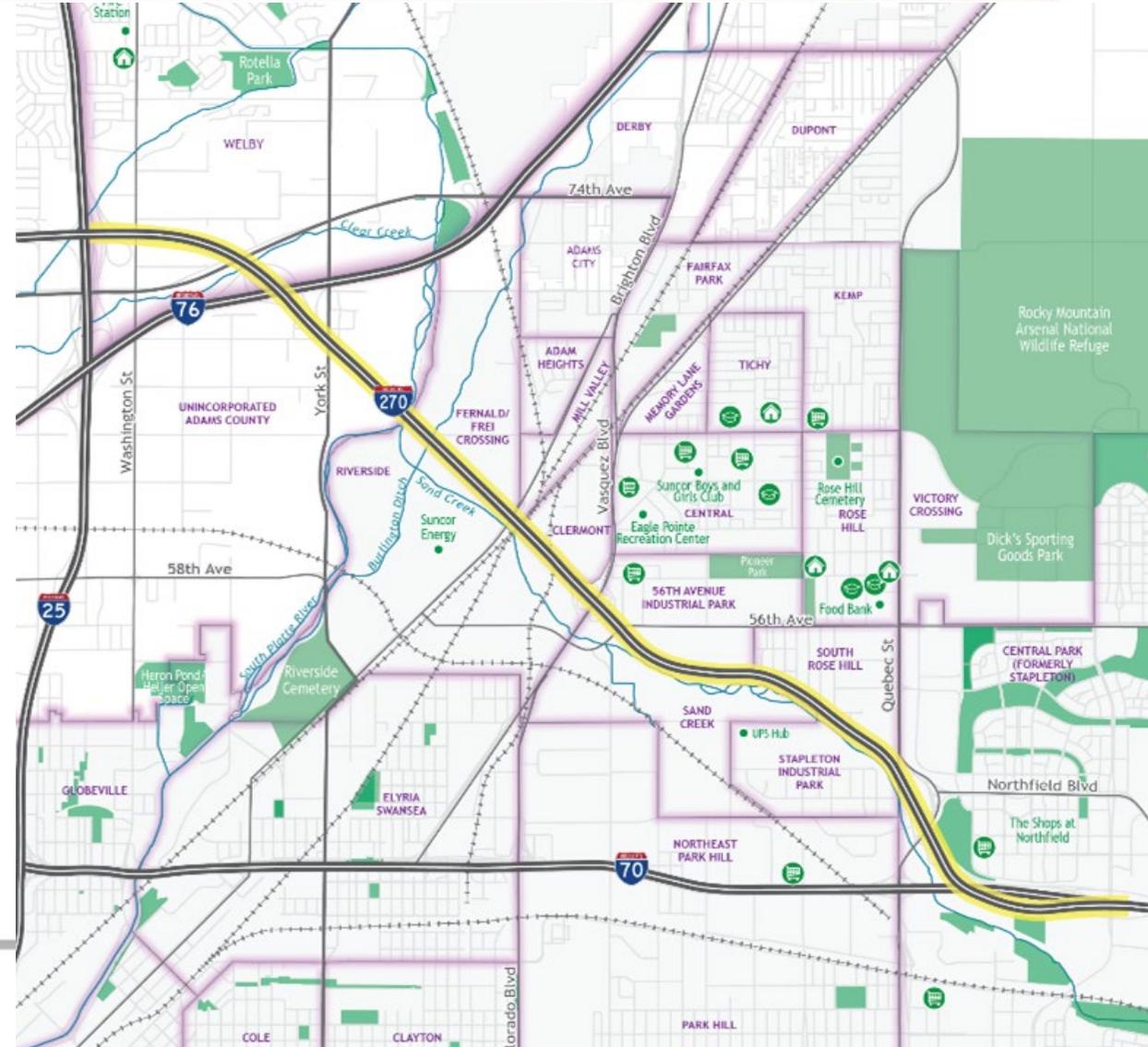
- 1965 to 1970
- \$8.9 million

Traffic

- >100,000 vehicles per day
- 8-17 percent trucks

Study timeframe

- Environmental Impact Statement (EIS) started in 2023
- DEIS in November 2025, FEIS/ROD in August 2026
- Construction starting in Spring 2027



Purpose and Need

Purpose: Implement transportation solutions that modernize the I-270 corridor to accommodate existing and forecasted transportation demands.

Why are I-270 improvements needed?



Traveler safety



Travel time and reliability



Transit on the corridor



Bicycle and pedestrian connectivity across I-270



Freight operations



Goal: to minimize environmental and community impacts resulting from the project.

Needs Continued

Traveler Safety

- More crashes happen on I-270 compared to similar highways in Colorado
- Rear-end and side-swipe crashes most common
- Narrow shoulders and inadequate lanes for emergency response



Travel time and reliability

- Westbound Congestion - 30 MPH average speed from 6 AM to 6 PM
- Eastbound Congestion - Morning and afternoon commutes
- Emergency Lane Closures - Frequent unpredictable Delays



Transit on the corridor

- RTD's Flatiron Flyer 5 (FF5) often detours to I-70 due to I-270 congestion
- Many stops for local bus routes in the project area; several cross I-270
- RTD's A and N commuter rail lines have stops in the project area



Needs Continued

Bicycle and pedestrian connectivity

- Few ways for bicyclists or pedestrians to safely cross I-270 or access trails, including the Sand Creek Greenway
- Problems include unpaved, narrow, and incomplete sidewalk and trail connections
- Bicycle and pedestrian travel is important to residents



Freight Operations

- Critical link for regional freight movement and local freight deliveries
- Only approved east-west hazmat route through central Denver
- On average, 10,000+ freight trucks travel I-270 daily, accounting for 8-17% of all traffic
- Many obstacles to efficient and safe freight movement like congestion, short acceleration and deceleration lanes, and narrow shoulders



The CTIO CBOS Program

Overview and Goals

Future Commercial Back Office System (CBOS): Overview

The CBOS will serve as the backbone of the expanding Express Lanes system

New CBOS will replace E-470, and receive transactions collected from technology in /along Express Lanes, and process them for billing

Key CBOS functions:

- Toll invoicing/payment
- Image review
- Validation of license plate tolls
- Transponder mailing
- HOV3+ processing
- Customer service support

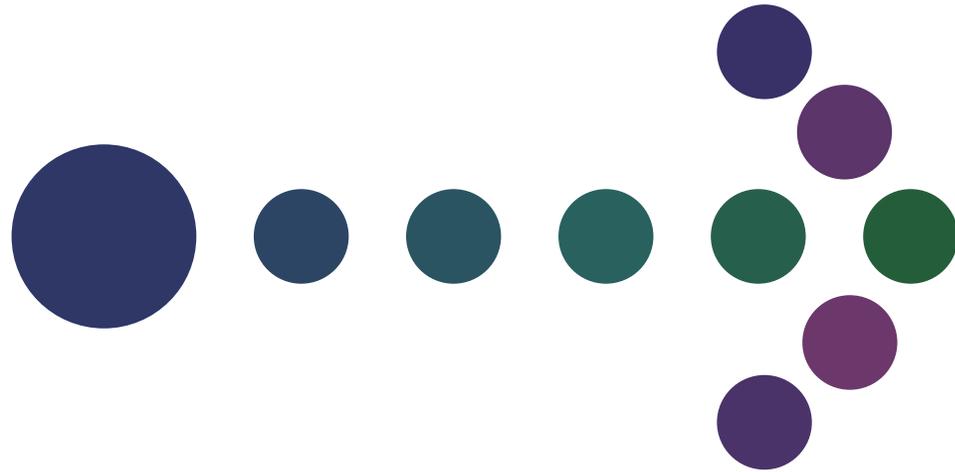
Capable of adapting to other modes (rail, transit, etc.) to support the full suite of multimodal services under CTIO's purview

CTIO Mission & Vision

Current CTIO Mission

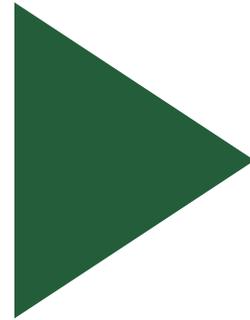
- Partner with CDOT, private industry, and local communities;
- **Aggressively pursue innovative financing alternatives** not otherwise available to the state;
- **Quickly deliver transportation infrastructure options** that improve mobility; and
- **Communicate openly** with all stakeholders

What do you
need to learn,
do, or engage
in to take
action and
proceed?



Closing & Check-Out

How are
you feeling
today?



What are
your
takeaways?