In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT’s 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans.

—Shoshana Lew, CDOT Executive Director
CDOT’s goals in drafting the 10 Year Plan were simple:

- To hear directly from Coloradans about what they need from our transportation system;
- To ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and
- To energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Altogether, CDOT received thousands of comments that collectively resulted in CDOT’s first ever 10-Year Strategic Pipeline of Projects. This diversified project list focuses on:

**SAFETY** - Colorado’s transportation vision is for a future with zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

**RESILIENCE** - Colorado’s transportation system faces threats large and small – including heavy snowfalls, floods, high winds, wildfires, avalanches, and geohazards. Resilience is the ability to keep our roads open and functional in the face of unexpected events and challenges, ensuring that the routes we use every day to access our homes, businesses, schools and hospitals remain safe and accessible to all.

**FIX IT FIRST** - In direct response to public input stressing the need for improving the condition of our existing system, the 10-Year Plan invests more than half of the funding to projects that fix roads and bridges in both urban and rural areas.

**MULTIMODAL** - The 10-Year Plan includes a mix of projects that improve access to travel options beyond the single-occupant vehicle, including the expansion of CDOT’s transit service, Bustang, and new mobility hubs where commuters can catch the bus or connect with a carpool.
DELIVERING THE 10-YEAR PLAN

ACCOMPLISHMENTS TO DATE

Funding provided by the state legislature via Senate Bill 17-267 (SB 267), along with federal stimulus dollars, has enabled work on dozens of high-priority projects in the 10-Year Plan, including:

Notable **SAFETY** improvements statewide such as:

**I-25 South Gap**

The nearly complete I-25 South Gap project encompasses an 18-mile stretch of I-25 from south of Castle Rock to Monument. In addition to adding an additional Express Lane in each direction, the project improves safety and reduces congestion by adding wider shoulders, rebuilt bridges, new wildlife crossings, a truck climbing lane, a chain-up station, resurfacing, and modern technology.

**I-25 and CO 94 Military Access, Mobility and Safety Improvement Project (MAMSIP)**

This project comprises four discrete road projects in the Pikes Peak region, all of which are strategically important in the movement of personnel and equipment between nationally significant military facilities. The project improves safety and mobility by allowing more space for incident response, reducing collisions between traffic moving in opposite directions, replacing structurally deficient bridges and reducing travel times with the addition of passing lanes.

**I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)**

This project supports the rapidly expanding communities along the I-25 North corridor by bringing critical safety and capacity improvements, including a tolled Express Lane in each direction, 5.5 miles of pavement reconstruction, additional shoulder width with geometric improvements, two reconfigured interchanges, 10 new bridges, two widened bridges and a transit mobility hub/carpool lot at CO 56 and I-25.

**US 550-US 160 Connection South**

This project enhances safety for passenger and commercial vehicles, as well as cyclists, by realigning US 550 to connect with the US 160 interchange in Grandview and creating a full-service, continuous-flow interchange that eliminates signalization and at-grade intersections where crashes can occur. Other safety improvements include widening the highway to four lanes, widening shoulders, and adding auxiliary lanes, wildlife crossings and deer fencing.
ACCOMPLISHMENTS TO DATE (CONTINUED)

Notable **RESILIENCY** improvements including:

**I-70 Peak Period Shoulder Lanes**

This $105 million, fully funded project added a peak period shoulder lane on I-70 from the Veterans Memorial Tunnels to Empire Junction. This has allowed for safer and more efficient vehicle pull-off and emergency response, particularly during peak travel periods.

**Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance (EJMT)**

The first four years of the plan invested $50 million to repair the EJMT’s aging infrastructure through a variety of major construction projects starting in summer 2022. New funding from the Bridge and Tunnel enterprise will bring another $100M to this work and together these investments will reduce EJMT’s vulnerabilities, increase resiliency, and improve operating conditions at this critical component of the I-70 Mountain corridor.

The largest investment in **FIXING Colorado’s rural roads** in CDOT’s recent history.

The first four years of the 10-Year Plan allocated over $382 million to rural pavement condition. CDOT is maintaining its commitment to improving rural roads throughout the decade, with a total of almost $890 million going toward rural roads over the life of the plan.

Notable **MULTIMODAL** improvements:

CDOT’s mobility hubs address critical multimodal needs by connecting Bustang’s robust network with local transit connections, car and bike share services, van and car pools, electric vehicle charging, and bike and pedestrian connections. Mobility hubs are currently under construction along Colorado’s Front Range at approximately 10-mile spacing and will help reduce congestion, improve air quality while providing additional travel choices in light of our current population boom.

Keep up to date with our progress by viewing our [accomplishment reports](#) on the CDOT website!
Resiliency during COVID-19

Investing in transportation creates ripple effects across the economy, resulting in new jobs and economic growth. As Colorado faced the economic impacts of COVID-19, CDOT was one of the first DOTs to put federal stimulus funding to work because the 10-Year Plan provided a prioritized list of shovel-ready projects. These projects included many repaving projects that yielded immediate economic benefits to the state and local communities.
WHAT’S NEW: FOUR-YEAR PRIORITY LIST

In large part due to the progress made delivering the first four years of the 10-Year Plan, this update identifies a new four-year set of priority projects (fiscal years 2023-2026). State legislative dollars from SB 267 and Senate Bill 260 (SB 260), along with federal funding from the Infrastructure Investment and Jobs Act (IIJA), provide the funding for these projects.

The 10-Year Plan project tables have been reformatted and updated to show:

- Funding status by fiscal year period of the plan;
- A new project status column that indicates if a project is completed, currently under construction / in progress, or planned for construction in the next year; and
- Links to updated fact sheets for each project.

New State Strategic Funding

Colorado Senate Bill (SB 260), signed into law in June 2021, provides new, long-term and stable transportation funding to Colorado for the first time since the passage of FASTER in 2009. SB 260 also establishes new greenhouse gas requirements for the 10-Year Plan.

New Federal Strategic Funding

The federal Infrastructure Investment and Jobs Act (IIJA) was enacted in November 2021. Over 50 percent of the law’s $1.2 trillion nationwide total goes toward surface transportation over a five-year period.

CDOT will also be applying for federal discretionary grants with a goal to receive between $500 and $600 million in grant funding for projects.

Incremental formula funding from the IIJA, plus state legislative funding, means that CDOT is anticipating to have $1.68 billion in strategic funding to spend on 10-Year Plan projects over the next five years.
On December 16, 2021, the Transportation Commission voted to approve CDOT’s new Greenhouse Gas (GHG) Pollution Reduction Planning Standard to reduce GHG emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options.

The GHG Pollution Reduction Planning Standard is one of several transportation strategies identified in the state’s GHG Pollution Reduction Roadmap and is a key requirement established in the 2021 state transportation funding bill (SB 260).

The GHG Pollution Reduction Planning Standard requires CDOT and the state’s five Metropolitan Planning Organizations (MPOs) to determine the total pollution and GHG emission increase or decrease expected from future transportation projects and to take steps to ensure that GHG emission levels do not exceed set reduction amounts. This policy recognizes that the transportation projects we build have an impact on how Coloradans travel and encourages choices for travelers across the state.

SB 260 requires CDOT and the Transportation Commission to adopt a 10-Year Plan that complies with the new GHG Rule by October 1, 2022. This version of the Plan meets that requirement. CDOT’s website includes a comprehensive GHG Transportation Report, which provides a full analysis of the GHG impacts of the 10-Year Plan using CDOT’s state-of-the-art travel demand model.
WHAT’S NEW: BUSTANG EXPANSION

Transit is an important part of our state transportation system – it helps to manage traffic congestion, improve equitable community mobility, and reduce air pollution. The 10-Year Plan now identifies even more projects and programs that will improve transit connectivity and increase access to safe multimodal options.

The updated 10-Year Plan builds on the current success of the Bustang program by expanding Bustang, Outrider, and Pegasus routes. It adds new buses to support additional service runs on I-25 and I-70 and new Outrider service to connect rural areas to our primary corridors. CDOT is also building a network of mobility hubs statewide to integrate transit throughout our entire transportation system.

Within the 10-Year Plan, CDOT has committed nearly $120 million in Bustang investments with mobility hubs and bus purchases. Additionally, $30 million in new funding from the state legislature will fund a 3-year pilot program to provide hourly Bustang service along I-70 and I-25.

CDOT’s 10-year Plan invests nearly $120 million in Bustang with mobility hubs and bus purchases. $30 million in new funding from the state legislature will fund a 3-year pilot program to increase Bustang service along I-70 and I-25.

BUSTANG AND BUSTANG OUTRIDER MAP
Repairs planned for I-76 and I-70 in Northeastern Colorado

These Colorado freight corridors carry thousands of vehicles and trucks per day. With truck traffic along I-76 and I-70 steadily increasing each year, critical improvements are needed to enhance mobility for all highway users, specifically those in the freight industry.

In fiscal years 2023-2026, the 10-Year Plan proposes over $80 million for critical repairs on I-76 and I-70 in Northeastern Colorado.
WHAT’S NEXT

Here are some highlights of what’s coming down the pipeline next:

**RESILIENCY** - The recent IIJA infrastructure bill established the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program with formula and discretionary grant programs to fund resilience-focused transportation investments.

It is estimated that CDOT will receive $98 million in formula funding over the next five years, and we plan to allocate funding toward resilience-focused projects identified in our 10-Year Plan. Many projects in the 10-Year Plan will address known risks and advance resiliency for Colorado’s transportation system; however, the need is greater than our expected formula funds. To augment expected funding, CDOT also plans to compete for PROTECT discretionary grants to increase funding to 10-Year Plan resilience, as well as other needs across the state.

**MULTIMODAL** - CDOT is planning to expand Bustang for a three-year period in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.

This expansion, made possible by new funding from the state legislature, includes new, enhanced service on I-70 and I-25 that will allow Bustang to serve more people and provide increased flexibility for existing riders.

**Inflation & Updated Project Costs**

Inflation is rising and economic patterns are uncertain.

Given the levels of input costs and bid prices for construction observed in the Colorado Construction Cost Index (CCCI) and the Producers Price Index (PPI), CDOT continues monitoring market indicators, with the understanding that project funding amounts are planning-level estimates and will need to be adjusted as projects move from planning to delivery.

This means that, when necessary, project scopes for 10-Year Plan projects will be developed and adjusted to budgets where possible.
CDOT is committed to maintaining transparency and accountability structures that let the public see the progress made on delivering the 10-Year Plan and how dollars are being spent.

Keep up to date with our progress by viewing our accomplishment reports on the CDOT website. Updated regularly, these reports describe the progress made in delivering the 10-Year Plan and how CDOT is putting new legislative funding to good use as we catch up on road and bridge repairs, add travel options, relieve traffic choke points, make critical safety improvements, and bring transit to new corners of the state.

For a quick and easy way to keep up with 10-Year Plan project status at a glance, the 10-Year Plan project tables include a new project status column that indicates if a project is completed, currently under construction / in progress, or planned for construction in the next year.
CDOT's 10-Year Plan represents projects proposed for strategic state and federal legislative funding. The table indicates:

**Project Type:** Highway (H), Transit (T), Rural Paving (RP)

**Total Est. Project Cost:** This is a planning-level estimate of how much a project will cost in total.

**Total Strategic Funding:** This indicates how much has been approved for funding or is proposed or planned for funding from state strategic funding sources (SB-1, SB-267, and SB-260) and federal strategic funding sources (federal stimulus and ILA). Note: Sometimes the total project cost is more than what is being proposed for strategic funding, especially for the larger projects. This indicates that CDOT may need to request additional strategic funding, or will need to leverage the strategic funds with other funding sources to deliver the project.

**Other Funding:** A check mark in this box indicates other funding sources (state, federal, local, grants, enterprise funding, etc.) will be utilized to deliver the project.

**Funded FY 19-22:** This shows projects funded by SB-1, SB-267, SB-260, and federal stimulus (2021) during the first four years of the 10-Year Plan, fiscal years 2019-2022.

**Proposed FY 23-26:** This shows the projects being proposed for funding for the next four years of the 10-Year Plan, in fiscal years 2023-2026.

**Planned FY 27+:** This shows the projects being planned for funding in the outyears of the plan, fiscal years 2027 and beyond.

**Project Status:** This shows the current status of projects, whether completed, under construction/in progress, and projects that are set to go to construction within the next year.

**Planning Project ID:** This unique planning ID can be used to find more information about each project, including more detailed project fact sheets.

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### Project Pipeline

**PROJECT PIPELINE**

**ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022**

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**CENTRAL PROJECTS**

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<thead>
<tr>
<th>Project Type</th>
<th>Total Est. Project Cost</th>
<th>Total Strategic Funding</th>
<th>Other Funding</th>
<th>Funded FY 19-22</th>
<th>Proposed FY 23-26</th>
<th>Planned FY 27+</th>
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**Non-Corridor Specific**

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**LEARN MORE**

[CDOT website](http://www.codot.gov) | [CDOT email](mailto:CDOT@state.co.us)
### PROJECT PIPELINE
**ADOPTED MAY 2020 | UPDATE ADOPTED SEPTEMBER 2022**

#### SOUTH EAST PROJECTS

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## Highway & Transit – Region 2 (continued)

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Highway & Transit – Region 3

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### Non-Corridor Specific

#### Transportation Safety

- **H: Highway**
- **I: Transit**
- **RP: Rural Paving**

- **Currently under construction/in progress.**
- **Completed.**
- **Planned for construction in 2022.**

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- YTP@state.co.us

H: Highway  | T: Transit  | RP: Rural Paving
### Project Pipeline

**Adopted May 2020 | Update Adopted September 2022**

#### Northeast Projects

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#### Completed Projects

- Interstate
- Harmony Road Project 30
- I-70 Replacing Falling Pavement
- I-76 Sterling East: MP 124.7 to MP 128.2

#### Currently Under Construction

- CO 7 Corridor Improvements
- CO 10 Arriba Rest Area
- CO 158 Arapahoe Street Improvements
- CO 207 Prospect Valley Improvements
- CO 209 South of Julesburg

#### Planned for Construction in 2022

- CO 52 Prospect Valley from MP 42 to MP 46
- CO 52 Prospect Valley from MP 46 to MP 50
- CO 52/CR 59 Roundabout and Safety Improvements

#### Funding Sources

- Strategic Funding
- Other Funding
- Total Funding

**Learn More**

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## Highway & Transit – Region 4 (continued)

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### Highway & Transit – Region 5

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<td>CO 151 between Ignacio and US 160</td>
<td>RP $25.76 M</td>
<td>$10.57 M</td>
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<td>CO 172 between New Mexico to Ignacio</td>
<td>RP</td>
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<td>CO 370 between CO 15 and CO 285</td>
<td>RP $1.5 M</td>
<td>$1.5 M</td>
<td>$1.5 M</td>
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## SOUTHWEST PROJECTS

### Highway & Transit – Region 5

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Type</th>
<th>Total Est. Project Cost</th>
<th>Total Strategic Funding</th>
<th>Other Funding</th>
<th>Funded FY 19-22</th>
<th>Proposed FY 23-26</th>
<th>Planned FY 27+</th>
<th>Project Status</th>
<th>Planning</th>
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<tbody>
<tr>
<td>2637</td>
<td>RP</td>
<td>$2.38 M</td>
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<tr>
<td>2731</td>
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<td>2070</td>
<td>H</td>
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<td>$7 M</td>
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<td>1028</td>
<td>T</td>
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- **CO 371 between CO 15 and CO 158**
  - RP
  - Total Est. Project Cost: $2.38 M
  - Total Strategic Funding: $2.38 M
  - Other Funding: $2.38 M
  - Funded FY 19-22: $2.38 M
  - Proposed FY 23-26: 
  - Planned FY 27+: 
  - Project Status: Planning
  - Planning Project ID: 2637

- **Advancing Transportation Safety**
  - H
  - Total Est. Project Cost: $1.965 M
  - Total Strategic Funding: $1.965 M
  - Other Funding: $1.965 M
  - Funded FY 19-22: 
  - Proposed FY 23-26: 
  - Planned FY 27+: 
  - Project Status: 
  - Planning Project ID: 2731

- **Intersection and Pedestrian Improvements at CO 291 and US 50**
  - H
  - Total Est. Project Cost: $8 M
  - Total Strategic Funding: $7 M
  - Other Funding: $7 M
  - Funded FY 19-22: 
  - Proposed FY 23-26: 
  - Planned FY 27+: 
  - Project Status: 
  - Planning Project ID: 2070

- **Regional Transit Service between Montrose and Telluride**
  - T
  - Total Est. Project Cost: $2.12 M
  - Total Strategic Funding: $2.12 M
  - Other Funding: $2.12 M
  - Funded FY 19-22: 
  - Proposed FY 23-26: 
  - Planned FY 27+: 
  - Project Status: 
  - Planning Project ID: 1028

### Your Transportation Priorities

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit [YTP.codot.gov](http://YTP.codot.gov) for the most up-to-date information.

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**LEARN MORE**

- [YTP.codot.gov](http://YTP.codot.gov)
- [YTP@state.co.us](mailto:YTP@state.co.us)