

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
TRANSPORTATION
PRIORITIES

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VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - MARCH 2024



Construction on US 287 in Lamar.

“ 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, new mobility hubs where commuters can catch the bus or connect with a carpool, and thoughtful integration of transit elements into roadway projects..



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 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.

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.

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.



US 550-US 160 Gulch A Bridge.



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. In addition, numerous transit-focused projects statewide are building upon Colorado's already nation-leading rural transit services.

Keep up to date with our progress by viewing our [accountability dashboard](#) on the CDOT website!

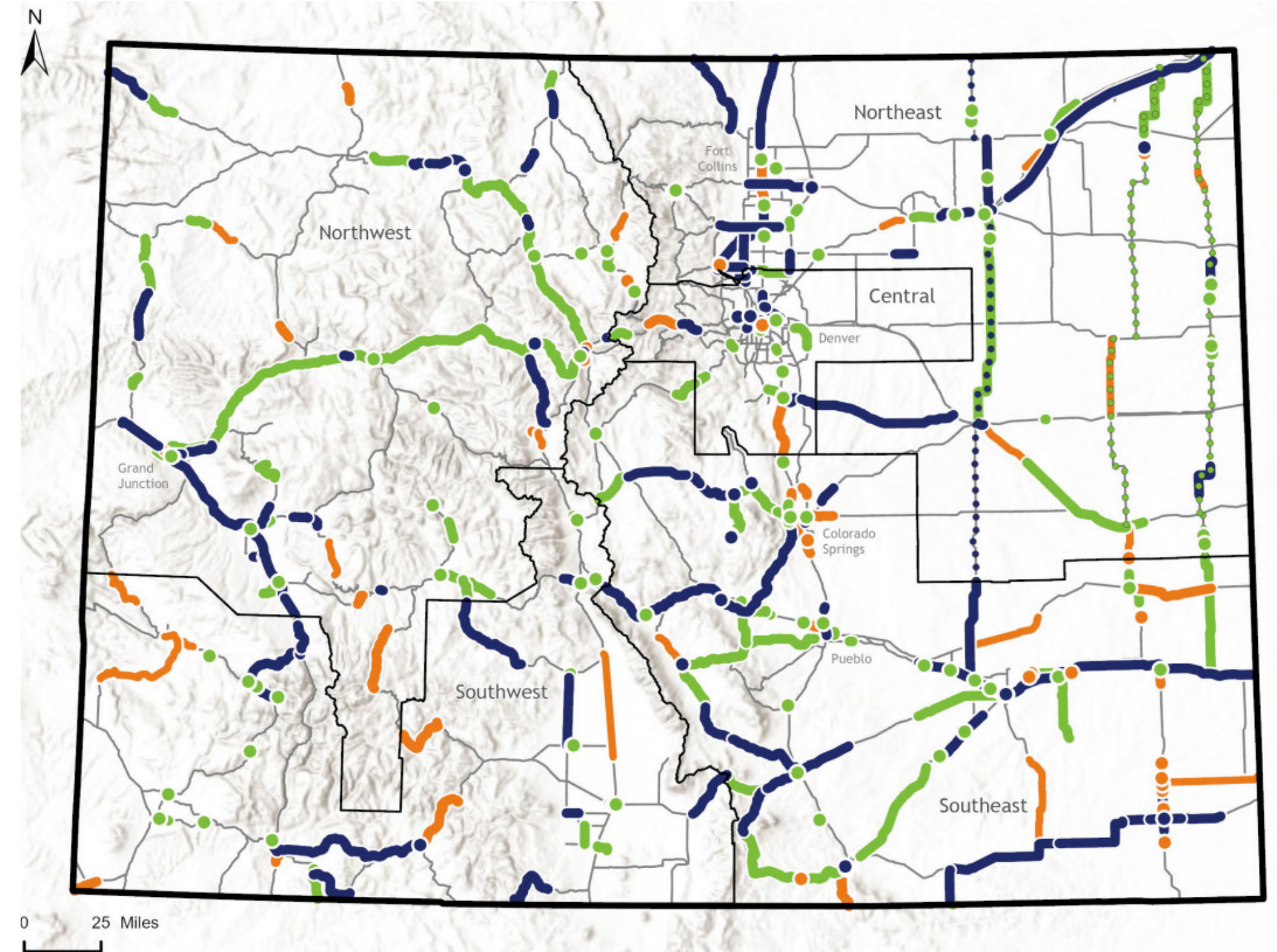


New westbound express lanes on I-70 mountain corridor.

CDOT is committed to maintaining and repairing Colorado's rural road network and plans to invest nearly \$890 million on rural roads over the next decade.



10-YEAR PLAN PROJECTS FUNDED TO DATE



Legend:
— Under Construction or Complete
— Planned for 2022-2026
— Planned for 2027 and Beyond
 *Dotted line indicates rural paving improvements were at targeted locations along the corridor.

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.



US 287 road surface project in Lamar, CO.

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 are coming soon.

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.*

WHAT'S NEW: GHG TRANSPORTATION PLANNING STANDARD



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.



Regionally Significant Projects

A significant element to the implementation of Greenhouse Gas requirements is the identification of "**Regionally Significant Transportation Capacity**" projects. These projects result in a fundamental change to the way people travel (e.g., new highway lanes).

Importantly, the rule does not implicate state-of-good-repair projects (e.g., a surface treatment overlay or a bridge rehabilitation or a replacement in-kind), nor does it implicate the vast majority of rural projects, unless they add significant throughput capacity to the system.

This distinction, consistent with legislative direction, creates an important differentiation between those projects that materially alter how the infrastructure will be used or its impact on a community, versus those changes that are strictly asset management.

WHAT'S NEW: BUILDING A STATEWIDE TRANSIT NETWORK



Transit is an critical part of our state transportation system – It helps to manage traffic congestion, improve equitable community mobility, and reduce air pollution. The 10-Year Plan provides a statewide vision and investment plan for transit that further supports Colorado’s strong system of rural transit providers while also connecting these providers to the state’s Bustang family of services.

GROWING BUSTANG

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 in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.

During this pilot, the frequency of Bustang services along I-70 will triple--increasing from four to twelve round trip routes between Grand Junction and Denver daily. Service along I-25 will double from six to twelve round trip routes between Fort Collins, Denver, and Colorado Springs daily.

In addition, numerous transit-focused projects statewide are building upon Colorado’s already nation-leading rural transit services. The 10-Year Plan includes a mix of rural transit investments, from expanding service in Crowley County to helping construct a new bus garage in Kim. All combined, the 10 Year Plan invest \$121 million on local transit service. These projects come at a critical time as transit providers work to rebuild ridership in the wake of the COVID-19 pandemic.

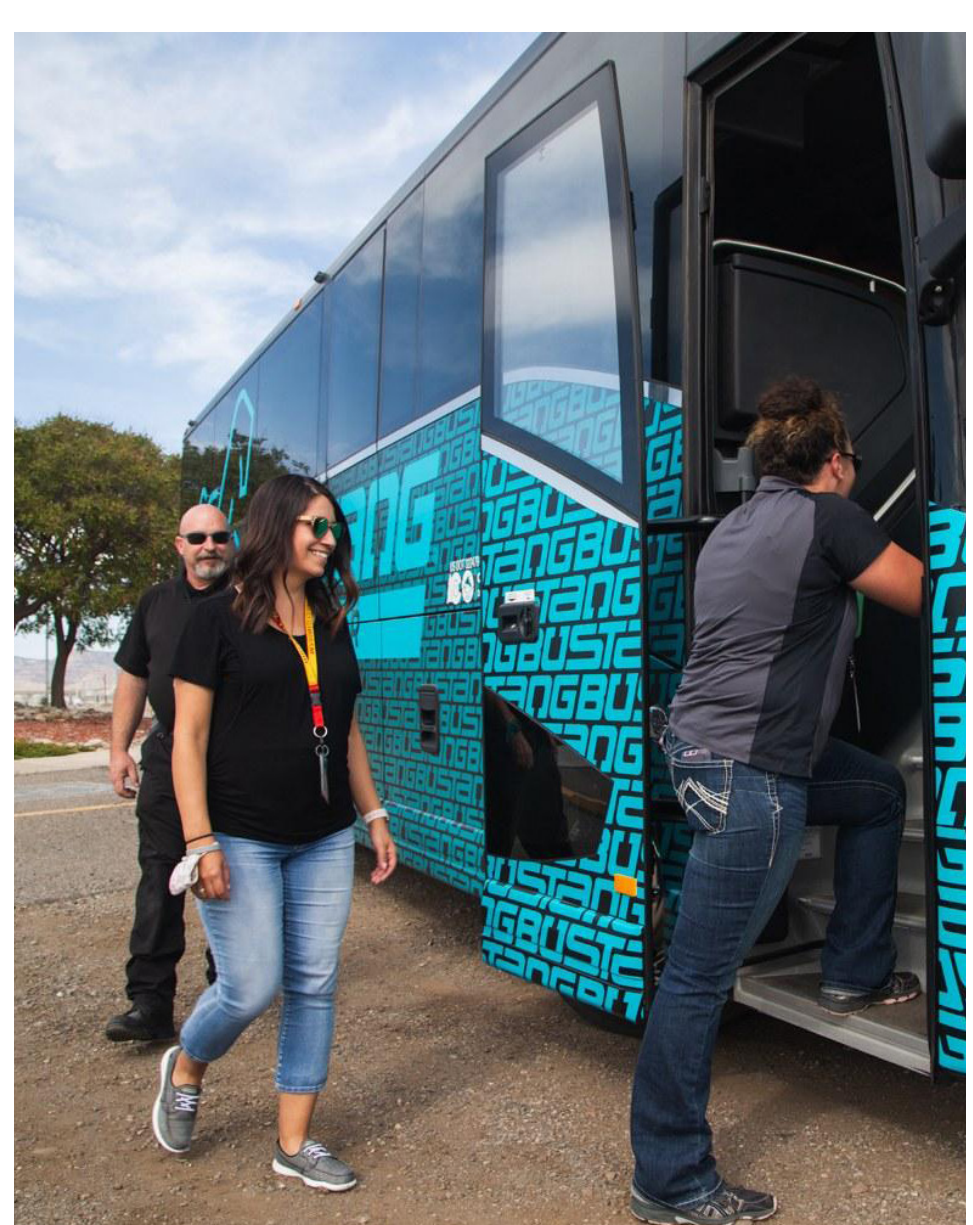
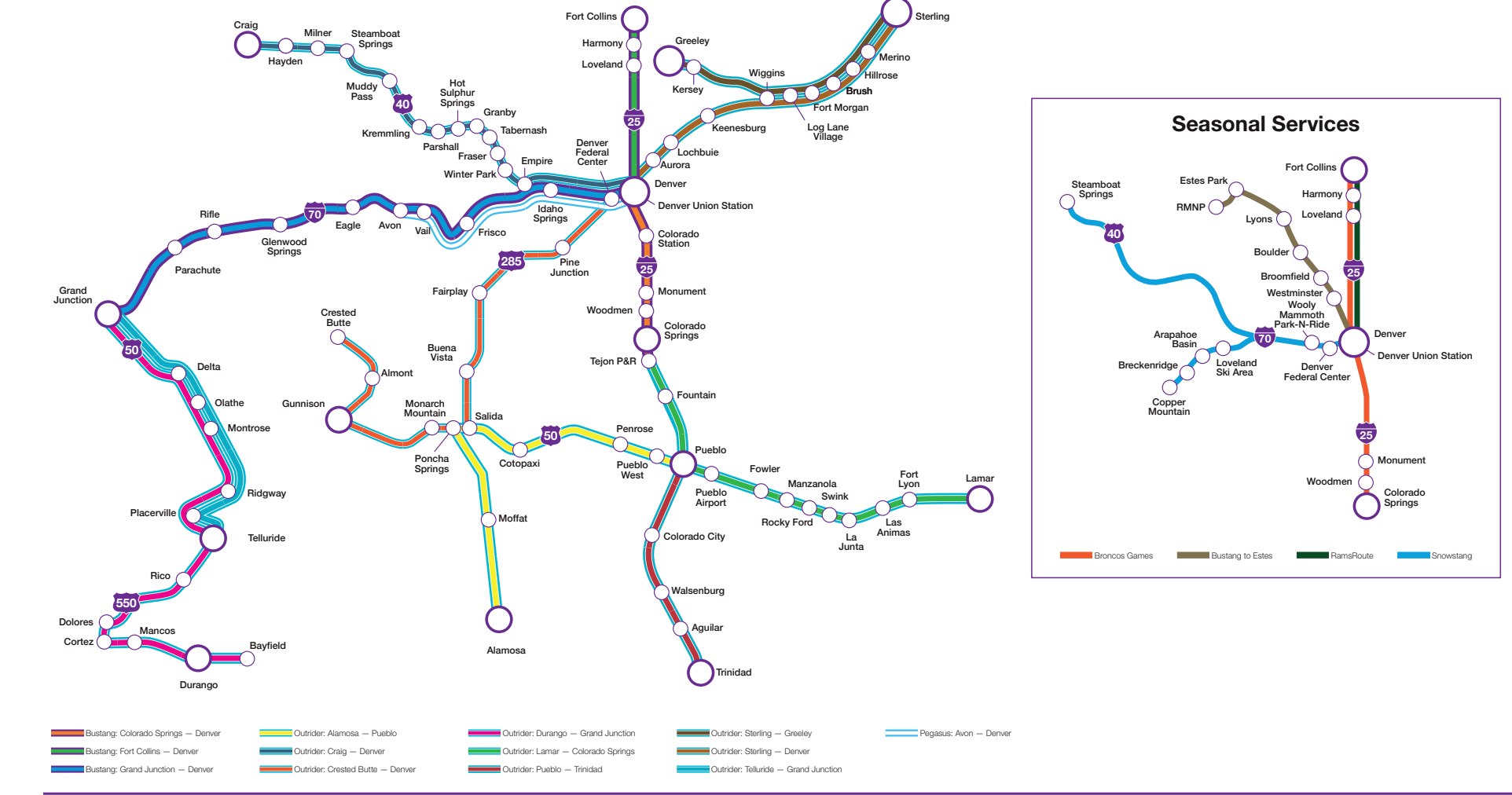


CDOT's 10-year Plan invests nearly \$120 million in Bustang with mobility hubs and bus purchases. \$30 million in new funding from the state legislature will fund a 3-year pilot program to triple Bustang service along I-70 and I-25.

WHAT'S NEW: BUILDING A STATEWIDE TRANSIT NETWORK



BUSTANG AND BUSTANG OUTRIDER MAP



WHAT REMAINS THE SAME



SAFETY - CDOT remains committed to improving the safety of Colorado's transportation network by reducing the rate and severity of crashes and improving safety conditions for those traveling via all transportation modes.

While safety is a component of nearly every project in the 10-Year Plan, CDOT is using an additional \$25 million in federal Highway Safety Improvement Program (HSIP) funding provided by the IIJA to further support safety elements within the plan. This additional HSIP money will be added to existing 10-Year projects to fund qualifying safety elements of those projects (such as median barriers, centerline /shoulder rumble strips, dedicated turn lanes, adding/widening shoulders). These dollars are identified in the plan as an "Advancing Transportation Safety" line in the project lists for each region of the state.



OUR COMMITMENT TO RURAL ROADS - CDOT is responsible for maintaining and repairing a transportation network that contains more than 23,000 miles of roads across Colorado's 100,000 square miles. The rural road network throughout the state connects small communities and makes it possible for critical goods to make it to market. CDOT renewed its focus on these roads as part of the 10-Year Plan update.

The 10 Year Plan allocates a total of over \$935 million dollars to rural pavement condition - the largest single investment in CDOT's recent history. This would repair over 1,000 miles of rural pavement across the state - many of these roads haven't been repaved since the 1970s. This plan update retains this focus, with nearly \$225 million dollars going toward rural roads over the next four years. These 10 Year Plan investments are just a portion of the significant amounts that CDOT is spending each year on road resurfacing through CDOT's base asset management program.



FIX IT FIRST - Over half of the funding in the 10-Year Plan is put toward "asset management" projects, or repairs and replacement of pavement, bridges, tunnels, rockfall and buildings.

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.

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.



BUILDING NEW BUS RAPID TRANSIT IN THE DENVER METRO AREA - Bus Rapid Transit, commonly referred to as BRT, is a high-quality bus-based transit system designed to be more reliable, faster and frequent than traditional bus service.

A BRT designed system avoids the delays that can typically slow regular bus service, like making numerous stops and getting stuck in traffic at intersections.

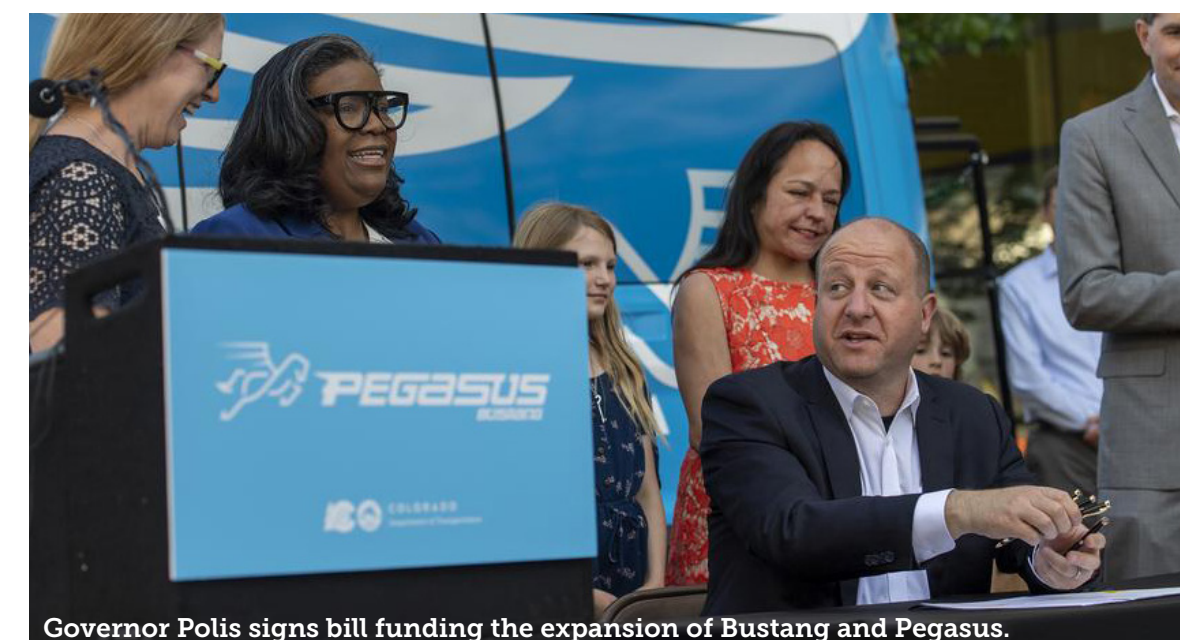
The updated 10 Year Plan includes an additional \$100M (for a total of \$170M) to support the construction of several new BRT routes along some of the busiest state-owned arterials in the Denver area. The Plan also includes additional funding for a new BRT line along CO 119. Together these investments will significantly expand BRT service across the metro area; making transit a viable option for thousands of commuters along the front range.

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.



Governor Polis signs bill funding the expansion of Bustang and Pegasus.

FOLLOW THE PROGRESS



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 [accountability dashboard](#) on the CDOT website. Updated quarterly, the dashboard 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.



Project Pipeline

Adopted May 2020 Updated March 2024



CDOT's 10-Year Plan represents projects proposed for strategic state and federal legislative funding. The table indicates:

Project Type: This indicates the primary project type, with projects classified as Highway (H), Highway with Transit (H,T), Rural Paving (RP) or Transit (T).

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 IJA). 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 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.

Funded FY 23-26: This shows the projects funded for the next four years of the 10-Year Plan, in fiscal years 2023-2026.

Planned FY 27+: This shows the projects planned for the outyears of the 10-Year Plan, fiscal years 2027 and beyond. These projects have yet to be prioritized or approved for funding by the Transportation Commission.

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.

NOTE: The fact sheets were last updated September of 2022. Further updates are anticipated to occur in 2024.

Central Projects

	Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit– Region 1									
Interstate 25	Castle Rock Mobility Hub	\$16.7M	\$13.5M	✓	\$10.5M	\$3.0M		Design	2714
	Lone Tree Mobility Hub	\$20.0M	\$10.0M	✓	\$10.0M			Design	2744
	I-25 North between 84th Avenue and 104th Avenue	TBD	\$110.0M	✓	\$4.0M	\$16.0M	\$90.0M	Design	2584
	I-25 South Gap	\$439.5M	\$278.8M	✓	\$278.8M			Completed	0001
	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	\$75.0M	\$15.0M	✓	\$3.5M	\$11.5M		Planning	2575
	I-25 and CO 7 Interchange Mobility Hub	\$15.2M	\$14.0M	✓	\$14.0M			Design	2694
	I-25 at Belleview Avenue Interchange - Phase 1	\$110.0M	\$22.0M	✓			\$22.0M	Planning	2588
	I-25 Central Non-Capacity Safety and Operational Improvements	TBD	\$35.0M	✓			\$35.0M	Planning	2576
Burnham Yard Acquisition	\$15.0M	\$15.0M		\$15.0M			Completed	2779	
Interstate 70	I-70/Harlan Bridge Replacement	\$25.6M	\$21.9M	✓	\$21.9M			Construction	0086
	I-70 Corridor-West Metro Bridges	\$67.0M	\$35.9M	✓	\$35.9M			Design	0087
	I-70 Peak Period Shoulder Lanes	\$120.4M	\$87.7M	✓	\$87.7M			Completed	0005
	I-70 West: Floyd Hill	\$700.0M	\$340.0M	✓	\$191.8M	\$148.2M		Construction	0004
	Idaho Springs Mobility Hub	\$13.2M	\$6.3M	✓	\$6.3M			Planning	2716
	I-70 and Kipling Street Interchange	\$70.0M	\$30.0M	✓	\$2.5M		\$27.5M	Design	2580
	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	\$32.0M	\$27.5M	✓	\$2.5M		\$25.0M	Planning	2582
	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance	\$161.5M	\$53.0M	✓	\$53.0M			Design	2583
	I-70 Escape Ramp Improvements	\$29.0M	\$14.5M	✓	\$14.5M			Design	2593
	I-70 Bustang Pegasus Park-n-Rides	\$12.0M	\$12.0M		\$4.0M	\$3.0M	\$5.0M	Design	2753
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	\$600.0M	\$200.0M	✓	\$30.0M	\$144.5M	\$25.5M	Planning	0002
US 6	Vasquez Boulevard Improvements	\$27.0M	\$10.0M	✓		\$10.0M		Design	2585
	US 6 and Wadsworth Boulevard Interchange	\$135.0M	\$61.0M	✓	\$41.0M	\$20.0M		Design	2578
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	\$58.0M	\$37.5M	✓	\$0.5M		\$37.0M	Design	2587
US 285	US 285 Corridor Improvements near Pine Junction	TBD	\$61.0M	✓	\$1.0M		\$60.0M	Design	2581
CO 7	CO 7 Priority Intersection Improvements	\$30.0M	\$20.0M	✓			\$20.0M	Planning	2586
CO 30	CO 30 Improvements between Quincy Road and Airport Road	TBD	\$25.0M	✓			\$25.0M	Planning	2589
C 470	C-470: US 285 to Morrison Road Interchange Reconstruction	\$56.0M	\$56.0M				\$56.0M	Planning	2579
Non Corridor Specific	"Advancing Transportation Safety (Vasquez Boulevard Improvements: 60th Avenue to 62nd Avenue Project)"	\$8.6M	\$8.6M			\$8.6M		Planning	2784
	Vision Zero Priority Improvements	\$25.0M	\$15.0M	✓		\$15.0M		Design	2691
	Safer Main Streets Program	\$75.0M	\$67.3M	✓	\$67.3M			Construction	0006
	Bustang Heavy Maintenance Facility	\$17.0M	\$9.5M	✓	\$1.0M	\$3.6M	\$5.0M	Planning	2715
	Noise Wall Maintenance	\$36.6M	\$29.7M	✓	\$29.7M			Design	2594
	Bustang Fleet Purchases	\$4.4M	\$4.4M		\$4.4M			Design	2718
	Regionwide Bottleneck Reduction	TBD	\$27.5M	✓	\$2.5M		\$25.0M	Planning	2590
	Regionwide Signal and Ramp Meter Upgrades	TBD	\$17.0M	✓			\$17.0M	Planning	2592
	Regionwide Trail Grade Separations and Crossings Improvements	\$10.0M	\$14.3M		\$4.3M		\$10.0M	Planning	2595
	Regionwide Bridge Rehabilitation and Maintenance	\$500.0M	\$20.0M	✓			\$20.0M	Planning	2697
Regionwide Arterial BRT and Transit Improvements	\$480.0M	\$170.0M	✓	\$3.0M	\$72.0M	\$95.0M	Design	2638	

H: Highway | T: Transit | RP: Rural Paving



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Southeast Projects

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit– Region 2 (continued)								
Bridge Preventative Maintenance - CO 12 and CO 194	\$1.8M	\$1.8M		\$1.8M			Completed	0019
Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs	\$5.0M	\$5.0M		\$5.0M			Completed	0020
Bustang Fleet Purchases for Region 2	\$5.8M						Completed	2755
Colorado Springs Transit Center	\$20.0M	\$8.0M	✓	\$8.0M			Planning	2719
High-Capacity Corridor Improvements in El Paso County	\$0.9M	\$0.9M			\$0.9M		Planning	2552
Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Woodland Park)	\$0.4M	\$0.4M			\$0.4M		Planning	1004
Mobility Management and Expansion of Upper Arkansas Area Council of Governments (UAACOG)	\$0.1M	\$0.1M			\$0.1M		Design	1635
Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	\$1.4M	\$1.4M			\$1.4M		Planning	1038
Expanded Regional Transit Service in Kiowa County	\$0.4M	\$0.4M			\$0.4M		Planning	1047
Mountain Metropolitan Transit Fixed-Route Service Expansion - Stage 1	\$7.8M	\$4.8M	✓			\$4.8M	Planning	2556
Pueblo Transit Fixed-Route Bus/Vehicle Replacements	\$7.2M	\$7.2M			\$3.9M	\$3.3M	Planning	2566
Fort Carson Circulators/Service to PPCC	\$1.5M	\$1.1M	✓		\$1.1M		Planning	2762
Academy Boulevard/Hancock Expressway Transfer Center	\$3.0M	\$3.0M				\$3.0M	Planning	2763



Northwest Projects

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID	
Highway & Transit– Region 3									
Interstate 70	I-70 Auxiliary Lane Frisco East to Silverthorne	\$38.4M	\$28.5M	✓	\$28.5M		Completed	0043	
	I-70 West: Vail Pass Safety Improvements - Phase 1	\$458.1M	\$83.5M	✓	\$33.5M	\$50.0M	Construction	0042 1161	
	Summit County Transit Operations Center (Design & Engineering)	\$0.4M	\$0.4M		\$0.4M		Completed	1165	
	North Avenue Transit Infrastructure Improvements	\$5.7M	\$1.5M	✓	\$1.5M		Design	2727	
	Grand Junction Mobility Hub	TBD	\$4.1M	✓	\$4.1M		Design	2747	
	I-70 and CO 9 (Exit 203) Interchange Improvements	\$44.5M	\$44.0M	✓		\$25.0M	\$19.0M	Design	1157
	Vail Intermodal Site	\$15.0M	\$6.4M	✓		\$6.4M		Planning	1903
	I-70 Interchange Improvements in Garfield County	\$17.5M	\$15.0M	✓		\$10.7M	\$4.3M	Design	1171
	I-70 West: Dowd Canyon Safety and Capacity Improvements	\$14.0M	\$14.0M				\$14.0M	Planning	1952
	I-70 Glenwood Canyon Critical Asset Repair	\$50.0M	\$50.0M				\$50.0M	Planning	1151
US 6	I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street	\$44.7M	\$55.2M		\$24.1M	\$31.1M	Construction	2568 0041	
	I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction	\$5.0M	\$5.0M				\$5.0M	Planning	2569
US 24	I-70 Business Corridor Improvements between Main Street and 32 Road	\$14.0M	\$14.0M				\$14.0M	Planning	2570
	US 6 Fruita to Palisade Safety Improvements	\$60.3M	\$49.4M	✓	\$36.4M	\$13.0M	Design	0031 2571	
US 34	US 24 Safety Improvements between Minturn and Leadville	\$9.6M	\$9.6M			\$9.6M	Planning	1203	
	US 24 North of Leadville	\$9.1M	\$8.4M	✓		\$8.4M	Design	2777	
US 40	US 34 Grand Lake	\$9.0M	\$9.0M		\$9.0M		Completed	0047	
	Winter Park Transit Maintenance Facility - Phases 1 and 2	\$2.8M	\$2.8M		\$2.8M		Completed	1244	
	Outrider Improvements at Winter Park and Tabernash	\$0.2M	\$0.2M		\$0.2M		Planning	2749	
	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	\$0.3M	\$0.3M		\$0.3M		Planning	2494	
	Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig	\$0.3M	\$0.3M		\$0.3M		Planning	2748	
	US 40 Capacity Improvements around Fraser	\$27.0M	\$25.0M	✓		\$25.0M	Planning	1259	
	US 40 Red Dirt Hill Safety Improvements	\$40.0M	\$27.0M	✓		\$7.0M	\$20.0M	Design	2765
	US 40 Shoulder Improvements West of Kremmling	\$21.6M	\$21.0M	✓		\$21.0M	Planning	1258	
	US 40 Passing Lanes West of Kremmling	\$12.4M	\$11.5M	✓		\$11.5M	Design	1710	
	US 40 Passing Lanes between Craig and Steamboat Springs	\$57.2M	\$55.0M	✓			\$55.0M	Planning	1712
US 50	US 40 and Downhill Drive Intersection Improvements	\$9.8M	\$8.5M	✓		\$8.5M	Design	1729	
	US 40/US 34 Intersection Improvement	\$5.0M	\$5.0M			\$5.0M	Planning	1697	
	Steamboat Springs Transit Fleet Expansion	\$2.4M	\$2.4M			\$2.4M	Planning	1245	
	Redesign and Construct the Steamboat Springs Transportation Center - Phase 1	\$2.3M	\$2.3M			\$2.3M	Planning	1246	
	Steamboat Springs Bus Rapid Transit Planning Study	\$0.3M	\$0.3M			\$0.3M	Planning	1254	
	US 40 East of Hayden - Phase 1	\$10.0M	\$10.0M			\$9.0M	\$1.0M	Design	2643 2646
	US 40 West of Tabernash	\$7.2M	\$7.2M			\$7.2M	Planning	2653	
	US 50 Windy Point/Blue Creek Canyon	\$22.4M	\$18.5M	✓	\$18.5M		Construction	0033	
	US 50 Passing Lanes Blue Mesa	\$10.6M	\$7.6M	✓	\$7.6M		Completed	0034	
	US 50 Grand Junction to Delta Repairs	\$17.9M	\$0.5M	✓	\$0.5M		Completed	0035	
US 550	US 50/US 550 Intersection Improvements	\$4.0M	\$3.4M	✓	\$1.6M	\$1.9M	Design	0040	
	Western Slope Maintenance Facility	\$2.7M	\$2.7M			\$2.7M	Planning	2340	
	US 50 Asset Management North of Montrose	\$15.0M	\$15.0M			\$15.0M	Planning	1462	
	Montrose Multimodal Transit Center (All Points Transit)	\$3.2M	\$3.2M		\$3.2M		Design	1096	
	Outrider Improvements at Montrose, Delta, and Gunnison	\$0.3M	\$0.3M		\$0.3M		Planning	2454	
	US 50 Safety East of Gunnison	\$15.0M	\$15.0M			\$15.0M	Planning	1469	
	US 50 South of Delta	\$5.2M	\$5.2M			\$5.2M	Construction	2654	
	US 50 South of Olathe	\$4.1M	\$4.1M			\$4.1M	Construction	2657	
	US 50 Olathe Business Loop	\$24.7M	\$1.2M	✓		\$1.2M	Construction	2663	
	US 550 Montrose to Ouray County Line Safety Improvements	\$27.5M	\$13.0M	✓	\$13.0M		Construction	0032	
CO 9	Frisco Transit Center - Phase 2	\$3.4M	\$3.4M		\$3.4M		Completed	1191	
	CO 9 South of Green Mountain Reservoir	\$7.7M	\$7.7M			\$7.7M	Planning	2644	
	CO 9 Green Mountain Reservoir - Phase 1	\$7.2M	\$7.2M			\$7.2M	Planning	2647	
	CO 9 Green Mountain Reservoir - Phase 2	\$5.8M	\$5.8M			\$5.8M	Planning	2650	
	CO 9 between Iron Springs and Main Street (Frisco)	\$19.7M	\$15.1M	✓	\$15.1M		Completed	0036	
CO 13	CO 13 Garfield County Rio Blanco Hill	\$37.6M	\$31.5M	✓	\$31.5M		Construction	0037	
	CO 13 Rio Blanco + CO 13 Wyoming South	\$64.0M	\$61.4M	✓	\$61.4M		Completed	0088 0089 0038	

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Project Pipeline

Adopted May 2020 Updated March 2024



Northeast Projects

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit – Region 4								
CO 59	CO 59 Bridges Rehabilitation and Repair	\$1.3M	\$1.3M			\$1.3M	Planning	2675
	CO 59 Safety Improvements	\$50.0M	\$22.8M	✓		\$22.8M	Planning	2498
	CO 59 Sandy Creek Bridge Rehabilitation and Repair	\$0.8M	\$0.0M	✓			Completed	2674
	CO 59 Seibert to Cope Bridge Rehabilitation and Repair	\$1.2M	\$1.2M		\$1.2M		Design	2677
	CO 59 Six Mile Creek Bridge Rehabilitation and Repair	\$0.4M	\$0.4M			\$0.4M	Planning	2676
	CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14	\$17.4M	\$17.4M		\$17.4M		Completed	0060
CO 61	CO 61 Sterling East MP 32.3-41.0	\$8.8M	\$6.0M	✓		\$6.0M	Design	2774
	CO 66 Corridor Improvements	\$100.0M	\$10.0M	✓		\$5.0M	Planning	2599
CO 71	CO 71 Big Beaver Creek Bridge Rehabilitation and Repair	\$4.8M	\$4.8M			\$4.8M	Planning	2681
	CO 71 Corridor Improvements	\$200.0M	\$21.0M	✓		\$6.7M	Construction	1023
	CO 71 Limon Structures Bridge Rehabilitation and Repair	\$0.6M	\$0.6M			\$0.6M	Planning	2680
	CO 71 North of Brush	\$3.5M	\$3.5M			\$3.5M	Planning	2689
	CO 71 South of CO 14	\$24.1M	\$24.1M			\$7.0M	Planning	2688
	CO 71 Stoneham Bridge Rehabilitation and Repair	\$0.1M	\$0.1M			\$0.1M	Planning	2682
CO 86	CO 86 Corridor Improvements: CO 86 Town of Kiowa & CO 86 Town of Elizabeth	\$2.2M	\$2.0M	✓		\$0.5M	Design	2413
	CO 119 Bus Rapid Transit, Safety and Mobility Improvements	\$161.7M	\$64.9M	✓	\$40.0M	\$24.9M	Design	0057 2601
CO 138	CO 138 Sterling North from MP 3 to MP 13.5	\$17.3M	\$2.0M	✓	\$2.0M		Construction	0061
Non-Corridor Specific	Advancing Transportation Safety (I-76 & CO 144 Interchange Safety Improvements)	\$10.5M	\$6.0M	✓		\$6.0M	Planning	2782
	287/40/94 Bridge Rehabilitation and Repair	\$1.7M	\$1.7M			\$1.7M	Planning	2673
	Bustang Fleet Purchases	\$2.5M	\$0.0M	✓			Completed	2736
	CO 63 Akron North and South Resurfacing	\$11.2M	\$4.4M	✓		\$4.4M	Planning	2775
	Bustang Outrider Fleet Expansion	\$2.6M	\$2.6M			\$1.5M	Planning	2773
	Northern Colorado Fleet Maintenance Facility	\$17.0M	\$3.0M	✓	\$3.0M		Planning	2737
	Safer Main Streets Program - Phase 1	\$9.2M	\$9.2M		\$9.2M		Completed	0006 2739

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Project Pipeline

Adopted May 2020 Updated March 2024



Southwest Projects

Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit – Region 5								
US 24	US 24 Intersection Improvements in Buena Vista	\$6.0M	\$4.0M	✓		\$4.0M	Design	2039
	Buena Vista Park-n-Ride and Intermodal Facility	\$1.0M	\$1.0M		\$1.0M		Planning	1297
US 50	US 50 and US 285 Intersection Reconstruction; US 50 West of US 285 Junction	\$11.1M	\$9.0M	✓	\$4.0M	\$5.0M	Design	0073 0077
	US 50 Corridor Improvements in Poncha Springs	\$2.0M	\$2.0M			\$2.0M	Planning	2456
	Outrider Improvements at Poncha Springs	\$0.1M	\$0.1M		\$0.1M		Planning	2752
US 62	Salida Transit Capital Improvements	\$0.6M	\$0.5M	✓	\$0.5M		Planning	2751
	Outrider Improvements at Placerville, Ridgway, and Telluride	\$0.3M	\$0.3M		\$0.3M		Planning	2455
US 160	US 160 Towaoc Passing Lanes	\$11.4M	\$9.2M	✓	\$9.2M		Completed	0091
	US 160 McCabe Creek Major Structure Replacement	\$11.2M	\$0.5M	✓	\$0.5M		Completed	0075
	US 160 Multimodal Improvements in Alamosa	\$8.8M	\$8.8M			\$8.8M	Planning	2038
	Alamosa Transit Center	\$2.8M	\$2.8M			\$2.8M	Planning	1309
	US 160 Intelligent Transportation Systems (ITS) Infrastructure	\$30.6M	\$10.0M	✓		\$10.0M	Planning	1303
	US 160 Elmore's Corner East	\$91.0M	\$34.5M	✓		\$27.6M	Design	1334
	US 160 East of Fort Garland Safety and Wildlife Mitigation; Advancing Transportation Safety	\$15.8M	\$9.4M	✓	\$4.1M	\$5.3M	Design	1315 2783
	CO 160 between New Mexico and Aztec Creek	\$29.3M	\$19.4M	✓	\$19.4M		Completed	0078
	Pagosa Springs' Main Street Reconstruction and Multimodal Improvements	\$27.2M	\$19.1M	✓	\$19.1M		Design	1339
	Pagosa Springs/Archuleta County Multimodal Facility	\$5.5M	\$2.7M	✓	\$1.1M	\$1.6M	Construction	1326
	Bustang Outrider Service between Pagosa Springs and Durango	\$2.7M	\$2.7M			\$2.7M	Planning	2523
US 285	Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	\$4.5M	\$2.9M	✓		\$2.9M	Planning	2089
	Intersection Improvements at US 160 and Pike Avenue	\$3.0M	\$3.0M			\$3.0M	Planning	2061
US 285	Intersection Improvements at US 160 and CR 30.1 (Phil's World)	\$1.5M	\$1.5M			\$1.5M	Planning	2087
	Outrider Improvements at Johnson Village, Moffat, and Alamosa at Adams State	\$0.3M	\$0.3M		\$0.3M		Planning	2492
	US 285 Safety and Mobility Improvements between Center and Saguache	\$70.0M	\$33.7M	✓		\$20.6M	Design	1051
US 550	US 285 Improvements in Saguache	\$0.8M	\$0.8M			\$0.8M	Planning	2069
	US 550 and US 160 Connection	\$151.5M	\$68.9M	✓	\$68.9M		Construction	0074
	US 550 Pacocephalus South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements	\$15.7M	\$8.1M	✓	\$5.6M	\$2.5M	Construction	0085
US 550	US 550 Billy Creek Safety and Widening	\$37.5M	\$23.0M	✓		\$10.5M	Design	1133
	Durango Transit Capital Improvement	\$4.5M	\$4.5M		\$2.0M	\$2.5M	Planning	1365
CO 15	CO 15 West of La Jara	\$6.0M	\$6.0M			\$6.0M	Planning	2636
CO 17	Northeast San Luis Valley Transit Service	\$0.6M	\$0.6M			\$0.6M	Planning	2532
	CO 17 West of Antonito	\$34.6M	\$7.2M	✓		\$7.2M	Design	2634
	CO 17 Surface Treatment & Widening Hooper to US 285 Junction	\$26.6M	\$14.7M	✓	\$14.7M		Completed	0080
CO 114	CO 114 Parlin West; CO 114 US 50 East	\$13.3M	\$13.3M		\$9.9M	\$3.4M	Completed	0056
CO 136	CO 136 East of La Jara	\$2.0M	\$2.0M			\$2.0M	Planning	2630
CO 141	CO 141 Slickrock and CO 145 Redvale	\$15.4M	\$10.0M	✓	\$10.0M		Completed	0082
	CO 141 North of Naturita	\$12.1M	\$0.2M	✓	\$0.2M		Completed	0083
CO 145	Multimodal Improvements on CO 145	\$5.0M	\$3.4M	✓		\$0.7M	Design	1482
	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$0.4M	\$0.4M		\$0.4M		Planning	2493
	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	\$1.9M	\$1.9M		\$1.9M		Completed	1123
	CO 145 Dolores East	\$10.4M	\$10.4M			\$10.4M	Design	2778
CO 149	CO 149 Lake City North; CO 149 North of Creed	\$14.6M	\$14.4M	✓	\$14.4M		Completed	0051
CO 151	CO 151 between Ignacio and US 160	\$25.8M	\$10.6M	✓		\$10.6M	Design	2635
CO 172	CO 172 between New Mexico to Ignacio	\$10.4M	\$10.4M			\$10.4M	Planning	2632
CO 370	CO 370 between CO 15 and US 285	\$13.1M	\$1.5M	✓	\$1.5M		Completed	0079

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Project Pipeline

Adopted May 2020 Updated March 2024



Southwest Projects

		Project Type	Total Est. Project Cost	Total Strategic Funding	Other Funding	Funded FY 19-22	Funded FY 23-26	Planned FY 27+	Project Status	Planning Project ID
Highway & Transit – Region 5										
CO 371	CO 371 between CO 15 and CO 368	RP	\$2.4M	\$2.4M				\$2.4M	Planning	2637
Non-Corridor Specific	Intersection and Pedestrian Improvements at CO 291 and US 50	H	\$8.0M	\$7.0M	✓		\$7.0M		Design	2070
	Regional Transit Service between Montrose and Telluride	T	\$2.1M	\$2.1M		\$2.1M			Planning	1028

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.

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