

YOUR
TRANSPORTATION
PLAN



Statewide Transportation Plan

Adopted September 18, 2025



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Acronyms	Definition
ADA	Americans with Disabilities Act
ATP	Active Transportation Plan
ATS	Advancing Transportation Safety
BTE	Colorado Bridge and Tunnel Enterprise
CASP	Colorado Aviation System Plan
CAT	Connected and Autonomous Technology
CDOT	Colorado Department of Transportation
CMAQ	Congestion Mitigation and Air Quality
CTIO	Colorado Transportation Investment Office
CV	Connected Vehicle
DOLA	Department of Local Affairs
DRCOG	Denver Regional Council of Governments
FHWA	Federal Highway Administration
FIE	Fuels Impact Enterprise
FTA	Federal Transit Administration
GVMPO	Grand Valley MPO
ITS	Intelligent Transportation Systems
MaaS	Mobility as a Service
MPO	Metropolitan Planning Organization
MVRTP	2050 Metro Vision Regional Transportation Plan
NFRMPO	North Front Range MPO
NHS	National Highway System
NPMs	National Performance Measures
OEDIT	Colorado Office of Economic Development and International Trade
PACE	Priority Active Connections Explorer
PACOG	Pueblo Area Council of Governments
PEL	Planning and Environmental Linkages
PPACG	Pikes Peak Area Council of Governments
RTP	Regional Transportation Plans
SHSP	Strategic Highway Safety Plan
SOV	Single Occupancy Vehicle
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Plan
TAMP	Transportation Asset Management Plan
TIPs	Transportation Improvement Programs
TPR	Transportation Planning Region
VMT	Vehicle Miles Traveled
VRUs	Vulnerable Road Users
WIGs	Wildly Important Goals

Welcome to Your Transportation Plan

On behalf of the Colorado's Transportation Commission, I am excited to present CDOT's 2050 Statewide Transportation Plan, Your Transportation Plan. This plan builds on the most extensive outreach process in the history of CDOT. It relates a compelling vision about the future of transportation in Colorado and responds directly to what we heard from Coloradans.

- Fixing our Roads
- Advancing Transportation Safety
- Sustainably Increasing Transportation Choice

This is not a “business-as-usual” plan. It reflects a bold and forward-looking commitment to fixing our roads and delivering long-awaited improvements where they are needed most. Precedence for this work began early in 2023, when the commission approved a significant push to reduce the percentage of interstate roads in poor condition. In just under three years since that decision, Colorado has seen a 41% reduction in our percentage of roads in poor condition, decreasing from 3.9% to 2.3%. With this new plan, the agency continues this initiative – aiming for less than 1% of roads in poor condition – and will turn more fully to address critical needs on our non-interstate roadways, particularly rural roads.

The 2050 Statewide Transportation Plan also takes a comprehensive approach to enhance safety, expand transportation options and build a system that truly works for everyone. Ambitious goals are outlined in this plan, building on the groundwork established by CDOT's past and present programs. For example, improvements to protect and accommodate vulnerable road users such as pedestrians and cyclists are built into roadway projects across the state. In addition, as CDOT's Bustang and its rural cousin Outrider continue to see increased service and ridership, innovative work continues on our mobility hubs to help facilitate rider connections to and within their communities. Additionally, CDOT is collaboratively working on several bus rapid transit corridors in the Denver metro area to help improve safety and boost transit ridership on state roadways.

I hope you will take the time to read the entire plan, including information on several new and interesting initiatives such as connected vehicle technologies, changing mobility needs, autonomous vehicle application and freight and supply chain innovations. CDOT's vision marks a fundamental shift toward a better maintained and more resilient transportation system. Is it a transportation network that will benefit all Coloradans today and for generations to come.

Thank you for your participation and interest in the 2050 Statewide Transportation Plan, Your Transportation Plan, and for helping CDOT to develop the kind of transportation system that Coloradans expect and deserve.



Shelley J. Cook
Colorado Transportation Commission Chair

From Vision to Reality: Highlights from the Past Five Years

Since the May 2020 adoption of the 2045 Statewide Transportation Plan and associated 10-Year Plan, CDOT has made significant strides to fix our roads and deliver projects that improve safety and mobility across Colorado. CDOT has worked hard to deliver projects that reflect the needs of Colorado communities, using public feedback to guide planning and implementation efforts. This progress underscores CDOT's commitment to delivering a reliable, well-connected transportation system that serves all communities.

CDOT has made meaningful progress in enhancing roadway safety and operations across the state. We have upgraded numerous intersections to improve traffic flow and reduce conflicts, while also repaving and strengthening rural corridors and mountain passes with targeted safety improvements. These upgrades have bolstered mobility and reliability in key areas, particularly where weather and terrain present ongoing challenges.

To address growing travel demand and safety concerns, CDOT has added express lanes along high-volume corridors and constructed truck climbing lanes to support freight movement through mountainous terrain. Strategic widening of roadways and shoulders, the addition of passing lanes, and the installation of acceleration and deceleration lanes have all contributed to safer and more efficient travel.

Other enhancements include resurfacing pavement, updating roadway signing and striping, and installing guardrails and median barriers in high-risk locations. Further, CDOT has also maintained and secured critical infrastructure such as vehicular tunnels to ensure continued safe passage and network resilience.

These improvements reflect CDOT's ongoing commitment to safety and system preservation throughout Colorado.

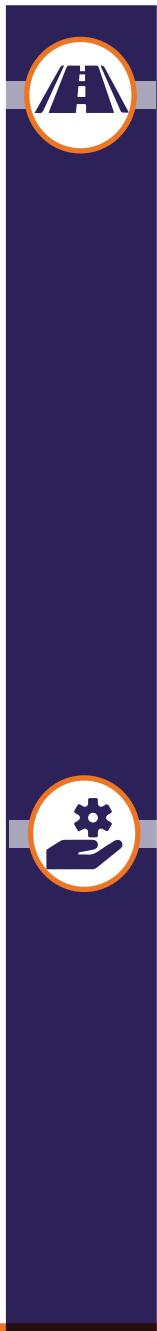
Additionally, the recent success of Bustang underscores CDOT's commitment to expanding transit, making it the only service in Colorado to grow operations following the COVID-19 pandemic. Expanding to 66 trips statewide, Bustang has increased transit accessibility and strengthened connections between rural and urban areas. Weekday service includes 11 round trips on each of the North, South, and West lines. Weekend and holiday service has also expanded, now offering six additional round trips on both the North and South lines.

CDOT remains dedicated to ensuring transportation improvements are equitably distributed across the state to support connectivity and access for all Coloradans. Completed projects include improved safety and capacity along critical corridors, resurfaced roads, enhanced transit hubs, and vital bridge replacements. Wildlife crossings, drainage enhancements, and rockfall mitigation efforts further demonstrate CDOT's proactive approach to building a transportation network that is safe, sustainable, and future-ready. As work continues, CDOT remains focused on delivering high-quality infrastructure that supports economic growth, enhances mobility, and provides accessible and resilient transportation solutions for every community.



Transportation Improvements Since the Last Plan Update

Since the last statewide planning effort in 2020, CDOT has made significant progress across a range of transportation priorities, including roadway safety, bridge rehabilitation, transit access, and wildlife mitigation. From enhancing rural corridors to planning for future transit options and addressing critical infrastructure needs, these improvements reflect coordinated investments in safety and mobility throughout the state.



Rural Road Improvements

- Over 2,500 miles of rural roads improved statewide since 2021. This includes improvements from all CDOT paving efforts, including maintenance.
- Of the more than 2,500 miles of rural roads improved statewide, the 10-Year Plan has funded 756 miles through 41 projects (an investment of over \$561 million), delivering critical upgrades where they're needed most. These 10-Year Plan investments are on top of an estimated \$230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- As an example of the impact of these rural road improvements, CDOT completed a 19-mile stretch along US Highway 50 south of Grand Junction, roughly between Whitewater and Delta. Crews completed full-depth reclamation, milling, hot mix asphalt top mat paving and lane level paving, shouldering, guardrail installation, rumble strip installation and permanent striping. In recent years the section of roadway has been referred to as the "Delta Dips" or the "Roller Coaster." Now, the repaired section of US 50 is a smoother, safer drive thanks to full-depth reclamation at multiple locations along the project.

Stronger Bridges and Infrastructure

- Replaced and rehabilitated older bridges to keep people and goods moving safely
- Repaired bridge decks and widened structures to improve traffic operations
- Improved drainage and built retaining walls along critical corridors to prevent erosion and water damage

Interstate 70 (I-70) Bridge Replacements in West Denver Metro Area

CDOT has completed two of three I-70 bridge replacement projects in the West Denver Metro area over the last year. These aging structures with growing traffic volumes needed to be replaced to improve safety and traffic flow.





I-70 Bridge Replacement over 32nd Avenue

CDOT replaced I-70 bridges over 32nd Avenue with new structures, with construction completed in November 2023. The new bridges meet modern standards with a 100-year design lifespan and widened shoulders for safer access. The installation of new safety guardrail and tensioned cable rail to maximizes driver safety.

I-70 Bridge Replacement over Ward Road

CDOT completed the construction of the I-70 bridges over Ward Road in December 2024. We replaced the bridges with a single structure to meet modern standards. The new bridge is wider and more durable, with a lifespan of 75 years. Safety features include improved guardrail and wider shoulders.

I-70 Bridge Replacement over Harlan Street

In February 2025, we completed the replacement of the I-70 bridge over Harlan Street, which was built in 1967. Because of its close proximity to Interstate 76, US 287 (Federal Boulevard), and CO 121 (Wadsworth Boulevard), this bridge experiences the highest daily traffic volumes in this corridor. The bridge's age, its heavy usage, and seasonal weather contribute to frequent deck and concrete cracking. This deterioration has led to planned and emergency multi-day repairs that cause delays and rerouting of traffic. All of these factors have contributed to the need to replace the bridge. The project also includes intersection improvements for better traffic flow, enhanced safety, and new sidewalks under the I-70 Harlan bridge.





Safer Roads for All

- Improved intersections and added passing lanes on rural highways
- Widened shoulders and resurfaced worn pavement
- Installed guardrails, median barriers, and clearer signage
- Added truck climbing and deceleration lanes to support freight and local traffic
- Maintained mountain tunnels and added rockfall netting in key areas

US 50 Little Blue Creek Canyon

US 50 through Little Blue Creek Canyon serves as a vital access point to lands managed by the National Park Service, United States Forest Service, and Bureau of Land Management, including three reservoirs and more than 2 million acres of public land. The canyon functions as a critical chokepoint for recreational access to these areas and is one of just a couple of contiguous east-west routes that run across the state border to border. Additionally, three local mountain communities depend on this highway for the delivery of goods and services by tractor-trailer to permanent and seasonal residences and visiting tourists; keeping this highway open and operational is crucial for their economy.

CDOT completed US 50 Little Blue Creek Canyon safety improvements in July 2024. The project included roadway reconstruction, drainage and access improvements, and addition of a minimum of 4-foot paved shoulders to the existing roadway template to meet current geometric design standards and improve roadside safety. Region 3 and Central Federal Lands also included geohazard and rockfall mitigation work within the project limits to further improve safety. The completion of this project represents the culmination of 30 years of upgrading US 50 between Gunnison and Montrose. Improvements included the following:

- Rock cuts
- Road widening (adding shoulders)
- Vertical curve adjustments
- Horizontal curve softening
- Drainage improvements
- Wall construction
- Rock catch ditch grading
- Rockfall netting
- Bridge deck and joint repairs
- Pavement resurfacing
- Guardrail
- Signing and striping





Protecting Wildlife and Drivers

- Installed wildlife fencing and radar detection systems
- Built wildlife underpasses to reduce collisions and support safe animal crossings

US 550-US 160 Connection South Project

Located in southwest Colorado near the city of Durango, this project connects US 160 (an east-west corridor) with US 550 (a north-south route), improving mobility and safety at this critical junction. Construction began in fall 2020 and was completed in November 2024, with a total project cost of \$100 million. Key construction features included:

- More than 1 mile of new four-lane highway, realigned to the existing US 160 interchange
- Construction of two bridges—one measuring 550 feet long and 150 feet high, and the other 250 feet long and 50 feet high
- An 800-foot-long, 20-foot-high retaining wall at the interchange
- A two-lane roundabout tying into the existing US 160 interchange bridge
- 3.5 miles of new US 550 four-lane highway
- Acceleration and deceleration lanes along the project corridor
- New accesses and frontage roads
- New access driveways into residences and businesses—all with deer guards
- New 8-foot-tall wildlife fencing along the project corridor
- Two large mammal underpasses (32 feet wide by 14 feet tall)
- More than 30 small mammal underpasses (each averaging 4 feet in diameter)



Source: Durango Herald



Better Access to Transit

- Increased frequency and coverage of interregional bus service
- Built and planned new regional mobility hubs to make transit more convenient
- Supported new facilities to maintain and operate local transit fleets
- Planned connections to help people reach transit stops more easily

Interstate 25 (I-25) North Mobility Hub Network Buildout

CDOT has proactively recognized and planned for the rapid population increase occurring in northern Colorado and has committed to provide multimodal choices such as express lanes, mobility hubs, and carpool lots, to reduce congestion along the I-25 corridor. As part of the recently completed 26-mile-long operational and safety improvement projects, we constructed three hubs at Firestone-Longmont (CO119), Berthoud (CO 56), and Centerra-Loveland (off the new Kendall Parkway, north of US 34 interchange), completing the buildout of the hub network in Region 4.

The mobility hubs offer affordable, reliable, and relaxing transportation choices to move people safely between downtown Denver and Fort Collins and provide an incentive for affordable housing choices. These mobility hubs also connect people to municipalities, employment centers, and entertainment/cultural experiences.

- CDOT has built three new community-based hubs conveniently located approximately every 10 miles along I-25 to support regional transit in Loveland, Berthoud, and Firestone-Longmont.
- Two hubs, built to their final configuration, include a median-loaded layout, which is significantly safer and more operationally efficient.
- CDOT worked with adjacent developers that have contributed more than \$10 million to the hubs and have planned to support and provide, in conjunction with local agencies, first- and final-mile connections.





Colorado's Evolving Transportation Needs

This is not a business-as-usual plan. It represents a bold and aggressive approach to fixing our roads and making long overdue improvements where they are needed most. Beyond repairs, taking a holistic approach to enhance safety, create transportation options, and improve mobility creates a transportation system that works better for everyone. This vision represents a fundamental shift toward a more efficient and resilient transportation system that will serve all Coloradans, now and in the future.

Population Growth

As Colorado's population continues to evolve, so too must its transportation systems to ensure that people of all ages, abilities, and socioeconomic backgrounds have the choices they need to move within their communities and across the state. In July 2023, Colorado's

population reached 5,876,300, growing by 36,100 residents (0.6 percent) over the previous year. While this population growth is slightly higher than that in 2022, it remains well below the previous decade's annual average of 74,000. Shifting demographics, including declining birth rates since 2007 and a rapidly growing older adult population, which increased by nearly 33,000 in the past year, are reshaping community and mobility needs. To keep pace, transportation and mobility options must be adaptable to ensure that all community members can access jobs, services, and recreation safely and conveniently. By proactively shaping transportation to reflect these changing communities, Colorado can build a more connected and resilient mobility network that serves everyone ([Colorado State Demography Office, 2023](#)).



Housing

Achieving a meaningful mode shift in Colorado requires not only expanding transportation options but also rethinking how communities are designed, how housing is planned, and how land use decisions are made. To create truly livable, connected communities, housing and transportation must be more intentionally interwoven. Colorado has made progress in addressing its housing under-supply, building more housing units than new household growth since 2018. In 2023 alone, housing stock grew by 45,500 units, with an additional 40,000 in 2024. Proposition 123, passed in 2022, established the State Affordable Housing Fund, which directs resources to the [Department of Local Affairs \(DOLA\)](#) and the [Office of Economic Development and International Trade \(OEDIT\)](#), with the [Colorado Housing and Finance Authority](#) managing grants and loans to support affordable housing development statewide.

Recent legislation, such as [House Bill 24-1313](#), [House Bill 24-1007](#), and [House Bill 24-1304](#), promotes state and local policies that encourage transit oriented communities, removes restrictive zoning barriers, and promotes accessory dwelling units, and affordable housing to increase housing flexibility. With the passage of this legislation, it will be essential to assess how these policies are implemented across all areas of Colorado. Adjustments will be necessary, particularly for rural communities, where context-specific modifications and flexibility must be incorporated to ensure that both the policies and their intended outcomes are effectively realized ([Colorado DOLA, 2025](#)).



Aviation

To ensure Colorado is ready for the transportation needs of tomorrow, CDOT will strategically invest in the state's aviation system. The [2020 Colorado Aviation System Plan](#) outlines how aviation will play a vital role in supporting the state's growing population, advancing rural access, and enhancing intermodal connectivity. With 76 public-use airports, ranging from commercial service hubs to general aviation facilities, Colorado's aviation infrastructure is well-positioned to complement other modes of transportation. However, unlocking its full potential will require proactive investments and planning. While 83 percent of Coloradans currently live within 30 minutes of an all-weather airport, many facilities face pressing challenges such as aging infrastructure, airspace congestion, limited terminal space, and outdated pavement conditions.

The Colorado Aviation System Plan lays out a strategic path forward through four goal areas: Safety & Efficiency, Access & Mobility, Economic Sustainability, and System Viability. Addressing current gaps, such as insufficient snow removal equipment, substandard taxiway designs, and limited hangar space, will not only strengthen the aviation system but also enhance resilience and statewide connectivity. The Colorado Aviation System Plan identifies more than \$1.8 billion in critical needs (excluding Denver International Airport), with projected shortfalls of over \$600 million. Meeting these challenges head-on presents CDOT with a timely chance to modernize infrastructure, build stronger partnerships with local governments, and position aviation as a central pillar of Colorado's multimodal transportation future.

By aligning with the broader goals of Your Transportation Plan, aviation investments will help drive economic development, ensure rural communities are connected, and offer flexible mobility options for passengers and freight. Embracing this vision today will allow Colorado to build a more resilient and efficient transportation system that is ready to meet the demands of a changing future.



Freight

To ensure Colorado remains economically competitive and equipped to meet the increasing demands on its transportation system, CDOT is committed to proactively investing in freight infrastructure as a strategic complement to its broader transportation goals. The [2024 Colorado Freight Plan](#) identifies freight as an integral component of an interconnected statewide transportation network. By expanding freight capacity, whether by rail, highway, or air, enhancing transportation safety, and improving multimodal connectivity, the plan positions freight as a strategic asset in strengthening supply chains that are critical to both regional and statewide economic health. These improvements are especially vital for rural and agriculture-driven regions like Colorado's Eastern Plains, where reliable freight access supports commodity movement, local industries, and broader market connectivity. More broadly, a modernized freight system reinforces Colorado's economic competitiveness by ensuring goods can move efficiently and sustainably across the state and beyond.

Freight planning is also closely tied to land use. As residential and commercial developments increasingly expand into areas traditionally reserved for industrial and freight activities, communities face the challenge of balancing growth with transportation efficiency. Preserving key freight routes and promoting land use patterns that support logistics, warehousing, and industrial activity are essential for maintaining system performance.

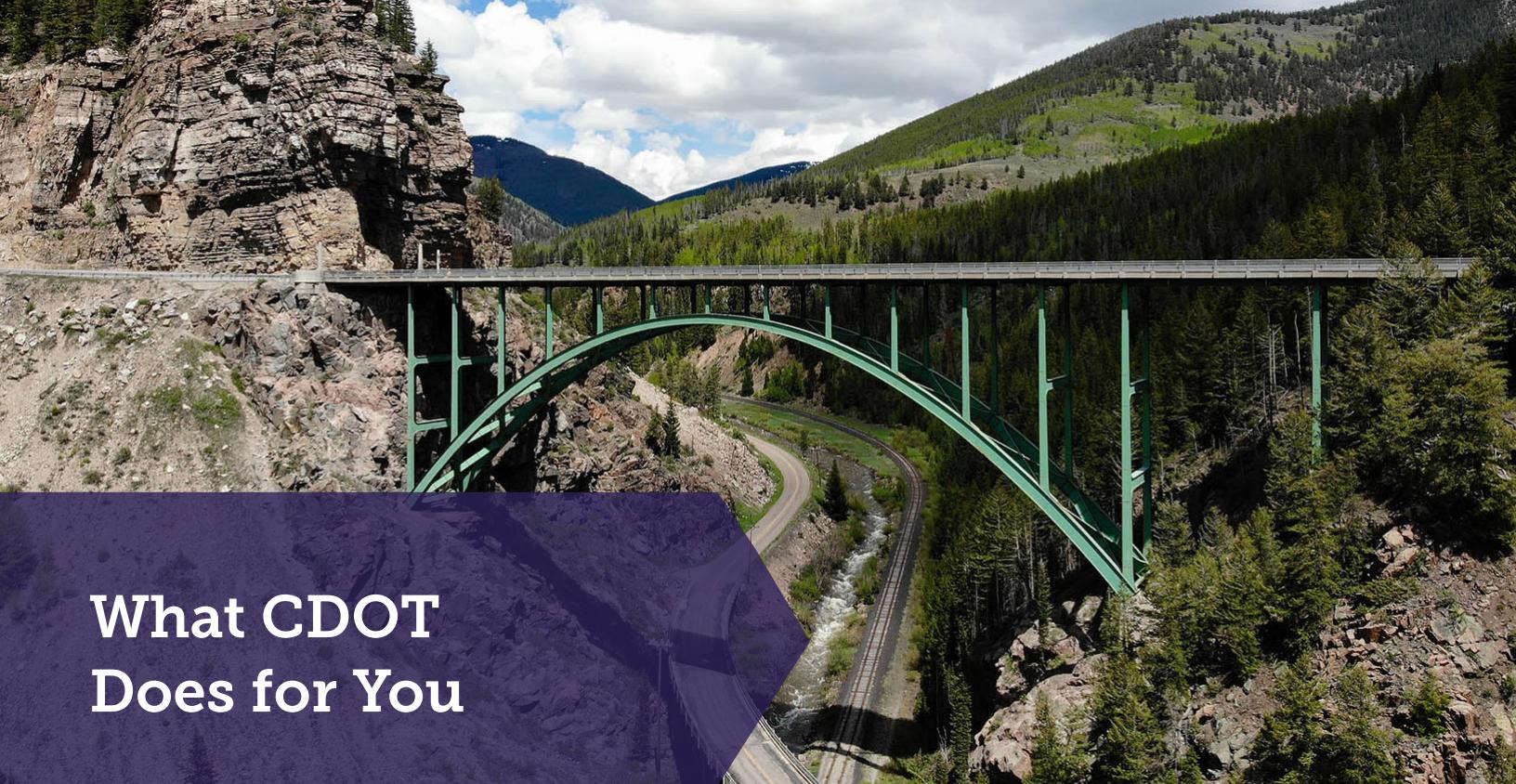
To prepare Colorado's freight system for the future, targeted investments will be needed to improve first- and last-mile connectivity, modernize aging infrastructure, and leverage public-private partnerships. With freight volumes expected to rise and emerging technologies reshaping mobility, strategic investment in freight will help the state meet evolving transportation needs, ease pressure on the road network, and support growth across Colorado.



Wildlife Safety and Connectivity

Colorado continues to lead nationally in advancing wildlife safety through thoughtful transportation planning and infrastructure investment. As population growth and traffic volumes rise, CDOT's commitment to wildlife crossing projects remains critical for both roadway safety and habitat preservation. Executive Order D 2019-011, Conserving Colorado's Big Game Winter Range and Migration Corridors, outlines a comprehensive approach to integrating wildlife considerations into the state's transportation planning process. CDOT works to incorporate big game migration data into all levels of planning, support policy and regulatory improvements to conserve wildlife corridors, and collaborates with funding partners when financial support is needed for conservation measures.

Further guidance is outlined in the Opportunities to Improve Sensitive Habitat and Movement Route Connectivity for Colorado's Big Game Species report, developed by the Colorado Department of Natural Resources in collaboration with CDOT, which reinforces the importance of sustained investment in safe passage infrastructure. This includes securing both state and federal funding, improving interagency coordination through the Colorado Wildlife and Transportation Alliance, and adopting formal wildlife planning guidelines. Together, these strategies will help protect Colorado's diverse wildlife, reduce wildlife-vehicle collisions, and ensure a more resilient, environmentally conscious transportation system.



What CDOT Does for You

CDOT's mission is to provide the best multimodal transportation system for Colorado that most effectively and safely moves people, goods, and information.

CDOT's vision is to enhance the quality of life and the environment of Colorado community members by creating an integrated transportation system that focuses on safely moving people and goods by offering convenient linkages among modal choices.

CDOT currently oversees a \$1.7 billion annual budget. While the budget may seem large, it reflects the scale of our responsibility. We are tasked with maintaining and improving a vast transportation network that millions rely on every day, while delivering on the priorities you've told us matter most.

By the Numbers



Manage the Colorado State Highway System, which includes 9,072 centerline miles and 23,086 total lane miles



Plow approximately 6 million lane miles each year



Operate Colorado's aviation system, which includes 76 public-use airports, including two seaplane bases



Maintain 3,474 bridges and other major structures across the state highway system



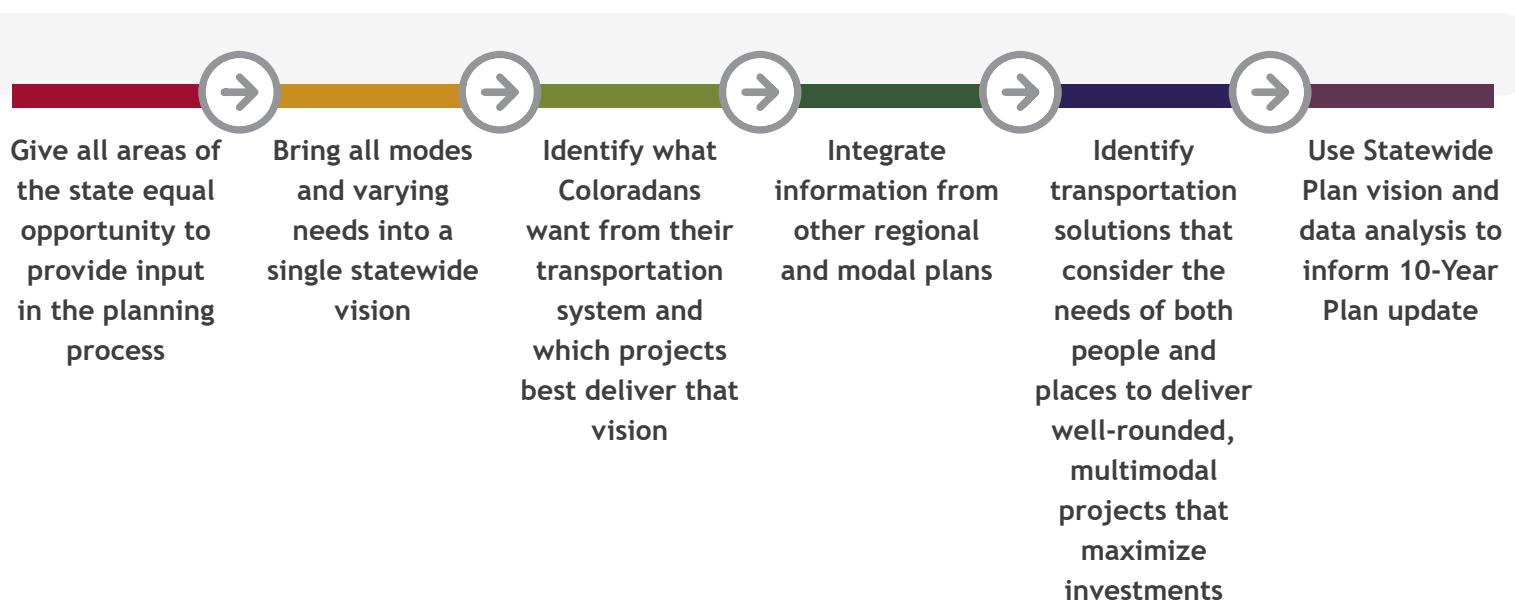
Monitor and maintain 278 avalanche paths



Provide more than 3.3 million revenue service miles through Bustang, CDOT's interregional bus service, in Fiscal Year 2025 (FY25); the Division of Transit and Rail (DTR) administers FTA pass-through funds to support transit programs in rural areas and for specialized populations statewide



Elements of Your Transportation Plan Process



A Performance-Based Plan

Performance-based planning ensures that every decision we make is guided by data and measurable results. It helps us as a state to set clear goals, track progress, and prioritize projects that deliver the greatest impact. In short, performance-based planning helps us spend smarter and build a transportation system that works for everyone.

The Transportation Commission is the governing body that oversees CDOT. Made up of 11 members, each appointed by the Governor and confirmed by the Colorado Senate, the Transportation Commission plays a critical role in shaping transportation policy, approving budgets, and setting priorities for transportation projects across the state. The Transportation Commission's [Policy Directive 14 \(PD 14\)](#) establishes the overarching policy and objectives for the development and implementation of Your Transportation Plan. The performance measures in PD 14 help facilitate the implementation of Your Transportation Plan by directing investments in the 10-Year Plan, the fiscally constrained 4-Year Statewide Transportation Improvement Program (STIP), and the annual budget. Furthermore, PD 14 aligns with statewide goals, federal performance measures, and the Governor's Key Priorities. Appendix B provides a more detailed overview of PD 14 and associated performance measures.

Based on what we heard from the public and our stakeholders, CDOT has identified three key priority areas and set clear performance targets to guide our work. The key priority areas reflect the values and concerns shared by communities across the state.

Fix Our Roads



Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

Advancing Transportation Safety



No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.

Sustainably Increase Transportation Choice



Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.



Requirements Followed

Legislation at both the state ([§43-1-1103](#), [Congressional Research Service \(C.R.S.\)](#)) and federal ([Code of Federal Regulations CFR 450.206](#), [CFR 450.216](#)) levels, as well as state transportation planning rules ([2 Code of Colorado Regulations \(CCR\) 601-22](#)), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20+ year period and incorporates the priorities and needs of the Transportation Planning Regions (TPRs) across the state. In developing this Plan, we didn't just meet state and federal requirements, we used them as a foundation to build something stronger. Following these requirements helped ensure accountability, transparency, and alignment with broader goals, while still allowing us to shape a plan driven by community needs and bold, forward-thinking strategies.

Your Transportation Plan is reviewed and adopted by the Transportation Commission, composed of 11 commissioners who represent districts across the state. Each commissioner is appointed by the governor, confirmed by the Colorado senate, and serves a four-year term. To aid in the development of this Plan and ensure active involvement of the Transportation Commission, a special subcommittee of the Transportation Commission was formed. This committee met monthly throughout the Plan's development.

Your Transportation Plan is a single plan that describes what we need to ensure that all users of our system, no matter how they travel, reach their destinations safely.

Plan Contents

- How CDOT conducted public and stakeholder engagement in every part of the state and the themes that arose.
- The goals and objectives for our transportation system to meet the needs of all Coloradans.
- How CDOT leveraged public input, regional planning and priorities, along with data analysis, to understand Colorado's economy, population trends, and transportation needs.
- How our transportation choices affect the environment and land use and how CDOT is addressing these effects.
- How this Plan and the Regional Transportation Plans (RTPs) from across the state will be used to update the 10-Year Plan. With the current transportation funding limits, CDOT will not be able to complete every project and address every issue. However, using a data-informed process with guidance from the public and our regional planning partners, we are in a much better position to identify the priority projects to advance as funding becomes available.
- CDOT's revenue sources and anticipated transportation investment strategy.
- Steps that CDOT will take to implement the Plan.

Engagement and Regional Collaboration

CDOT is committed to ensuring our work aligns with the broader transportation planning efforts across Colorado, including those led by Metropolitan Planning Organizations (MPOs) in urban areas.

By coordinating closely with MPOs and other partners, CDOT ensures that transportation investments are complementary, strategic, and responsive to both regional and statewide needs. This alignment enhances the efficiency and impact of our projects, helping us deliver a more seamless transportation experience for all users.





Regional Plan Integration

Each of Colorado's 10 rural TPRs and five MPOs regularly update their RTPs. MPOs develop their plans in coordination with CDOT, while CDOT provides support and technical assistance to the rural TPRs throughout their planning processes. The development of the 2050 RTPs for the 10 TPRs included extensive stakeholder and public engagement and featured numerous meetings with TPR representatives, local and county officials, community stakeholders, town halls, and an online public survey. Feedback gathered through these outreach efforts was critical in identifying and prioritizing a wide range of roadway, multimodal, and transit projects tailored to meet regional transportation needs.

Metropolitan Planning Organizations

The five MPOs in Colorado include the Denver Regional Council of Governments (DRCOG), Grand Valley MPO (GVMPO), North Front Range MPO (NFRMPO), Pikes Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments (PACOG).

An MPO is a transportation policy and planning organization that is federally mandated and funded for populations over 50,000. It consists of representatives from local governments and other governmental transportation authorities.



Denver Regional Council of Governments

DRCOG serves the greater Denver region, which includes the counties of Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and a portion of Weld, as well as the cities and counties of Denver and Broomfield. The most recent plan, the [2050 Metro Vision Regional Transportation Plan \(MVRTP\)](#), was adopted in May 2024. The 2050 MVRTP identifies key priorities such as multimodal mobility, safety, air quality, regional transit, active transportation, and freight movement. Public involvement played a central role in shaping the MVRTP.

Grand Valley MPO

Serving Mesa County on Colorado's Western Slope, GVMPO is responsible for developing a comprehensive multimodal Regional Transportation Plan. The [2050 RTP](#), adopted in April 2025, ensures that the region's transportation vision, goals, and priorities align with community values. Five core goals support the region's long-term vision and guide future transportation investments and strategies. Key regional issues highlighted in the plan include the need to provide viable alternatives to personal vehicle travel, ensure fiscally responsible investment decisions, and support high-quality, sustainable community growth.



North Front Range MPO

NFRMPO serves the urbanized portions of Larimer and Weld counties in northern Colorado. The entire NFRMPO region falls within the nine-county Denver-North Front Range 8-hour Ozone Nonattainment Area. As a result of this air quality designation, the RTP must be updated every four years. The [2050 RTP](#) is the current RTP and was adopted in September 2023. Priorities identified in this update include a strong emphasis on operations and maintenance, collaboration with local partners and stakeholders, and investments in regional and multimodal transportation options.

Pikes Peak Area Council of Governments

The PPACG serves 16 counties and municipalities in the greater Pikes Peak Area of Colorado. Their aim is to discuss issues that cross political boundaries and work together to address challenges and create strategies for action. Adopted in February 2025, the [2050 PPACG Long Range Transportation Plan](#) provides a strategic framework for the development, operation, and management of the regional transportation system. Guided by the broader context of the region's economic vitality, mobility needs, and environmental sustainability objectives, the plan identifies five primary goals, each supported by related performance measures, and incorporates several federal planning factors to ensure alignment with national transportation policy and funding priorities.

Pueblo Area Council of Governments

PACOG is the designated MPO for the Pueblo area in Colorado. Adopted in 2021, [PACOG's 2045 Long Range Transportation Plan](#) outlines several key goals, including enhancing safety, improving infrastructure conditions, reducing congestion, increasing system reliability, supporting freight movement and economic vitality, promoting environmental sustainability, shortening project delivery timelines, and advancing multimodal transportation options. The plan also emphasizes focus areas, such as the introduction of a new freight formula and the expansion of the national freight network, the creation of a discretionary program for nationally significant freight and highway projects, and the implementation of a new Tribal self-governance option to support more flexible project delivery. The plan update is currently underway and is anticipated for adoption in 2026.

Transportation Planning Regions

Colorado has 10 rural TPRs, each of which develops and updates an RTP every four to five years. These RTPs are created in coordination with the Statewide Transportation Plan, with aligned public engagement efforts. As part of the 2050 statewide and regional planning process, outreach activities included stakeholder meetings, public town halls, an online survey, TPR meetings, and community discussions. CDOT collaborated with each TPR to align stakeholder engagement and plan development. The resulting RTPs are stand-alone documents that outline regional transportation needs and project priorities, directly informing the broader Statewide Transportation Plan.

The 10 TPRs in Colorado include the Central Front Range, Eastern, Gunnison Valley, Intermountain, Northwest, San Luis Valley, South Central, Southeast, Southwest, and Upper Front Range.

Regional plan integration is key to delivering a comprehensive and cohesive look at transportation solutions that are customized to each region and serve the larger statewide transportation network.

Plan Integration

CDOT incorporates each MPO plans into the Statewide Transportation Plan. Alongside federal requirements, the integration of the MPO plans and RTPs ensures a comprehensive planning process that best supports the diverse communities across Colorado. This approach identifies local and community challenges regarding the transportation network, as well as larger statewide transportation trends and issues. This method of planning enables the Statewide Transportation Plan and the regional plans to address multiple levels of the transportation network.

These plans also coordinate on several aspects such as public outreach, data analysis, and transportation needs identification. While some MPOs and TPRs worked with the Transportation Commission to align their projects with PD 14 goals, others chose to link projects more closely to regional priorities. As the visions and goals of the RTPs are incorporated into the Statewide Transportation Plan, CDOT will coordinate with MPOs, the regions, and public transportation providers to set performance targets.

Tribal Coordination and Planning

Colorado is home to two federally recognized sovereign Tribal Nations: Southern Ute Indian Tribe and Ute Mountain Ute. The Southern Ute Indian Tribe and the Ute Mountain Ute reservations, the state's only Native American tribal lands, are located in southwest Colorado. Coordination with the Tribes primarily takes place through the development of the Southwest RTP. CDOT maintains a Tribal Coordination Plan and has formalized intergovernmental agreements with Region staff to support ongoing collaboration. The Tribes are also represented on the Statewide Transportation Advisory Committee. The Tribes are major economic forces, with their diversified tribal enterprises that provide employment for tribal members, as well as others in the region.

The Southern Ute Indian Tribe's priorities include improved safety at intersections, infrastructure improvements for cyclists and pedestrians in developed areas, and implementation of additional rural highway shoulders. In 2022, the Southern Ute Indian Tribe adopted their Long Range Transportation Plan, which identified near-, mid-, and long-term transportation priorities. Ute Mountain Ute transportation priorities include adding passing lanes and/or widening the highways on tribal lands, as well as adding shoulders and intersection improvements to improve safety. There is also a desire for improved public transit to connect to local communities and into bordering states, such as Farmington, New Mexico.

CDOT maintains a Tribal Coordination Plan and has formalized intergovernmental agreements with the Southern Ute Indian Tribe.





Public Participation

With population trends shifting and aging communities growing, Colorado's transportation system must be more responsive than ever. This Plan builds on the expansive outreach from our last planning effort, carrying forward the voices, priorities, and insights we heard from communities across the state. It reflects not just a continuation, but an evolution of that dialogue, and ensures that we stay connected to what matters most to the people we serve. Appendix A provides a comprehensive overview of public and stakeholder engagement.

How We Gathered Input

Transportation Planning Region (TPR) Input

- Gathered input from Colorado's 10 rural TPRs over numerous meetings to inform the development of the RTPs between fall 2024 and spring 2025.

Metropolitan Planning Organization (MPO) Input

- Gathered input from Colorado's five MPOs through numerous meetings.

County Meetings

- As part of the planning process, CDOT offers the opportunity for county meetings to review transportation needs. These meetings include local elected officials and community leaders.

Stakeholder Meetings

- Held meetings to receive input from key stakeholder groups, including freight groups, environmental organizations, bicycle and pedestrian nonprofits, and transit agencies.

Telephone Town Halls

- Hosted regional telephone town halls, an over-the-phone event where thousands of Coloradans asked transportation questions and participated in live polling.
- More than 50,000 Coloradans participated in the CDOT-sponsored telephone town halls held between April and June 2025. CDOT responded to more than 120 questions live during these events. On average, participants remained engaged for over eight minutes during each town hall.

Online Survey

- Conducted an online survey to get public feedback on CDOT's priorities and to answer questions.
- More than 3,400 Coloradans responded to CDOT's Statewide Survey. CDOT received responses from 61 counties.

Bilingual Outreach

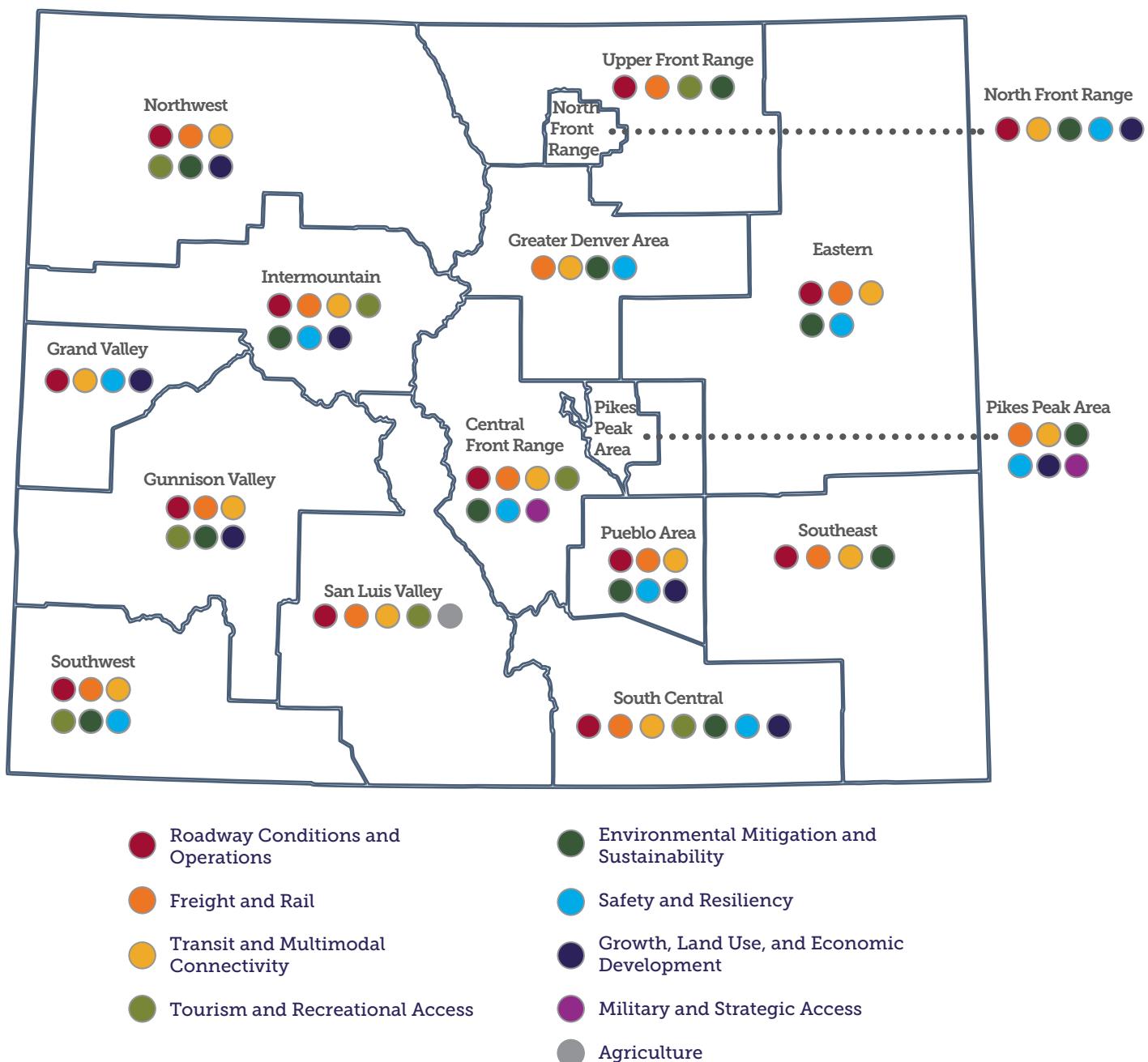
- More inclusive public engagement efforts by providing bilingual materials and online surveys, including Spanish language interpretation and simulcasting for the telephone town halls.



Your Transportation Plan is the most expansive transportation planning effort in CDOT's history

What We Heard by TPR and MPO

As part of the development of their respective 2050 RTP, each TPR identified focus areas that reflect the distinct needs, priorities, and challenges of their rural communities. These focus areas serve as guiding principles for future investments and strategies, ensuring regional alignment with Colorado's broader long-term transportation goals. Some TPRs updated and expanded their priorities to address emerging trends and issues, while others reaffirmed existing focus areas that continue to represent core regional values. At the same time, MPOs were engaged in their own planning processes—evaluating current conditions, identifying projects, and advancing new recommendations. This concurrent planning effort fostered coordination across regions, aligning transportation investments, priorities, and strategies at both the regional and statewide levels. The following map and lists highlight the areas of emphasis identified by each TPR and MPO as part of the 2050 RTP update.





Central Front Range

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Military and Strategic Access

Denver Regional Council of Governments

- Freight and Rail
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability
- Safety and Resiliency

Eastern

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability
- Safety and Resiliency

Grand Valley MPO

- Roadway Conditions and Operations
- Transit and Multimodal Connectivity

- Safety and Resiliency

- Growth, Land Use, and Economic Development

Gunnison Valley

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Growth, Land Use, and Economic Development

Intermountain

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Growth, Land Use, and Economic Development

Northwest

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Growth, Land Use, and Economic Development

North Front Range MPO

- Roadway Conditions and Operations
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Growth, Land Use, and Economic Development

Pikes Peak Area Council of Governments

- Freight and Rail
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Growth, Land Use, and Economic Development
- Military and Strategic Access

Pueblo Area Council of Governments

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Growth, Land Use, and Economic Development

San Luis Valley

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Agriculture

South Central

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Safety and Resiliency
- Growth, Land Use, and Economic Development

Southeast

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Environmental Mitigation and Sustainability

Southwest

- Roadway Conditions and Operations
- Freight and Rail
- Transit and Multimodal Connectivity
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability
- Safety and Resiliency

Upper Front Range

- Roadway Conditions and Operations
- Freight and Rail
- Tourism and Recreational Access
- Environmental Mitigation and Sustainability

Online Survey Results and Key Themes

Statewide Themes



Improve and maintain roadway conditions to ensure long-term system performance and safety.

Enhance freight and rail connectivity to support economic growth and efficient goods movement.

Support tourism by improving access to scenic, recreational, and federal lands.

Integrate wildlife protection, sustainability practices, and environmental mitigation into transportation planning.

Expand regional transit and multimodal options to reduce reliance on single-occupancy vehicles.

Build resilient transportation systems capable of adapting to weather events, natural disasters, and other disruptions.

Manage land use and development while preserving mobility and access for growing communities.

Public Review of Your Transportation Plan

CDOT released the 2050 Statewide Transportation Plan for public review and comment on August 1, 2025, initiating a 30-day review period. During this time, the department received more than 30 comments from a wide range of stakeholder groups, federal planning partners, and members of the public. CDOT has organized and summarized these comments according to the Policy Directive 14 categories: Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choice.

Fix Our Roads

- Requests for improvements at specific project locations
- Support for roadway maintenance activities included in the plan
- Appreciation for the focus on highway and bridge improvements

Advancing Transportation Safety

- Support for improving safety for both motorists and non-motorists
- Requests for bicycle and pedestrian improvements at specific locations
- Calls for a stronger emphasis on wildlife crossing structures

Sustainably Increase Transportation Choice

- Support for expanding transportation options beyond driving
- Requests for greater emphasis on transit and multimodal investments
- Appreciation for the plan's inclusion of land use considerations

Goals and Performance Measures

Policy Directive 14

Created collaboratively with the Transportation Commission, local partners, and key stakeholders, PD 14 helps guide the development of CDOT's long-range statewide plan. The goals listed in the policy—Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choice—establish a vision for the transportation system, statewide, over the 10- and 20+ year planning horizons.





Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

The performance measures and targets for pavement and bridge are intended to be achieved or maintained in the 10-Year Plan. The performance measures align with the Department's Transportation Asset Management Plan (TAMP), a federally required plan designed to help improve or preserve the condition and performance of highway system assets.

Bridge

- Achieve or maintain the percent of National Highway System (NHS) total bridge-deck area in poor condition below 5 percent.
- Achieve or maintain the percent of State Highway System total bridge-deck area in poor condition below 5 percent.

Pavement

- Achieve or maintain the percent of Interstate System pavements in poor condition below 1 percent.
- Achieve or maintain 80 percent high or moderate drivability life for the State Highway System based on condition standards and treatments set for traffic volume categories.



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.

The Advancing Transportation Safety performance measures align with the objectives of the Department's Annual Performance Plan, which summarizes the annual and near-term strategic and operational priorities for CDOT. These performance measures also align with the 2025 Strategic Highway Safety Plan.

- Reduce the number of traffic-related fatalities and serious injuries by 50 percent from the 2023 baseline before 2037.
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users (VRUs) by 50 percent from the 2023 baseline before 2037. VRUs represent those most at risk in traffic environments due to their lack of physical protection and include pedestrians, bicyclists, people using wheelchairs or mobility devices, and users of micromobility modes such as scooters and skateboards. This target reflects a commitment to prioritizing safety for those who face the greatest risk on Colorado's roadways.



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation. This goal is intended to be achieved in the 10-Year Plan.

Air Quality

- Reduce emissions from the transportation sector and improve air quality by 2037, compared to our baseline year of 2005.

Statewide Transit

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit services by increasing statewide revenue service miles 66.7 million by 2037, from the 2022 baseline.
- Achieve a 1 percent annual reduction in vehicle miles traveled (VMT) per capita from the 2023 baseline through 2037.

Collaboration with Private Providers

Private transportation providers, a key part of Colorado's mobility network, offer services that fill gaps in public transit and provide direct, point-to-point travel. Private providers include airport shuttles, resort buses, taxis, limos, rideshare, and charter services. Typically for-hire and often more costly than public options, private services are tailored to specific destinations or user needs. DTR also passes FTA funds through to rural and small urban public transit providers, as well as private non-profit organizations and private operators of public transportation.

CDOT partners with private providers by contracting with Ace Express to operate Bustang, collaborating with zero-emission bus companies, integrating private operators into the COtransit trip planning and ticketing platform, and supporting innovation and electrification through grants from the Office of Innovative Mobility.

Providing a guiding framework, PD 14 allows regions to adapt their project prioritization and planning efforts to best reflect their specific values and needs. PD 14 will be reevaluated with each planning cycle to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the STIP, the 10-Year Plan, and related amendments.

What is a Complete Project?



The introduction of PD 14 as a framework and as a metric for project prioritization works hand in hand with the “Complete Project” concept. A Complete Project prioritizes both people and place by ensuring that transportation solutions are thoughtfully tailored to their surrounding context. Complete projects aim to integrate a wide range of elements, such as roadway improvements, safety enhancements, transit, and active transportation infrastructure, to create comprehensive solutions. This approach supports the goals of PD 14, strengthens a project’s competitiveness for inclusion in the 10-Year Plan and discretionary funding opportunities, and improves overall cost-effectiveness. Complete Projects also enhance access and connectivity among travel modes. Key elements of a Complete Project include considerations of people, safety, cost-effectiveness, mobility, travel choices, demand, and land use context.



National Performance Measures, Other Performance Measures, and Documents

Federal Transportation Performance Management

Signed into law in 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21), included several provisions that collectively transformed the Federal Surface Transportation program to focus on the achievement of performance outcomes. Subsequent legislation, including the Fixing America's Surface Transportation (FAST) Act in 2015 and the Infrastructure Investment and Jobs Act (IIJA) in 2021, built on the framework established by MAP-21 and provided long-term funding certainty for surface transportation infrastructure planning and investment. These legislative efforts introduced Transportation Performance Management, a strategic data-driven approach that uses system information to make investment and policy decisions to achieve national performance goals. Under this approach, State Departments of Transportation (DOTs) are required to align their planning processes and project prioritization towards the achievement of national performance measures. CDOT has incorporated the national performance measures into its own performance framework, established in the current Statewide Transportation Plan and in PD 14. This incorporation demonstrates that CDOT's priorities are intertwined with national performance priorities.

National Performance Framework

[23 USC §150\(b\)](#) established national goals and performance-management measures that transformed the Federal-aid highway program and provided a means to invest federal transportation funds most efficiently by focusing on performance. This focus has increased the accountability and transparency of the Federal-aid highway program and improved project decision-making through performance-based planning and programming. The following table outlines the seven national goals.

National Goal	Definition
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System.
System Reliability	To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

[23 CFR Part 490](#) outlines performance measures required for each state DOT to establish targets and report on a regular basis. The Federal Highway Administration (FHWA) monitors performance on a periodic and ongoing basis to determine whether the state DOT has made significant progress toward achievement of its targets. For most performance measures, MPOs have 180 days after state targets to either support the state targets that have been established or MPOs establish their own. The following section identifies CDOT's 2nd performance period targets (2022-2025). For updates on progress toward reaching these targets, visit our data dashboards at codot.gov.

Colorado 2nd Performance Period Targets (2022-2025)

In accordance with IIJA, CDOT must establish data-driven 2- and 4-year targets for national performance measures across areas such as Safety, Infrastructure Condition, and System Performance. The targets presented on the following pages are for the current 2nd performance period (2022-2025) and builds on the previous 1st performance period (2018-2021) and reflect an evolving approach to performance management. CDOT initially established its 2023 and 2025 targets on October 1, 2022. As part of the "Mid Performance Period" review, which occurs halfway through the 4-year period, CDOT assessed its progress and, based on current data and expert input, submitted updated target recommendations to FHWA on October 1, 2024.

Colorado 2nd Performance Period Targets (2022-2025)

Safety	2024 Target (CY)
Number of Fatalities	716
Number of Serious Injuries	3,507
Fatality Rate (per 100 million vehicle miles traveled)	1.358
Serious Injury Rate (per 100 million vehicle miles traveled)	6.528
Non-Motorized Fatalities and Serious Injuries	572

Pavement Condition	2025 Target (CY)
Percentage of pavements of the Interstate System in Good condition	47.0%
Percentage of pavements of the Interstate System in Poor condition	3.5%
Percentage of pavements of the non-Interstate National Highway System in Good condition	43.0%
Percentage of pavements of the non-Interstate National Highway System in Poor condition	3.5%

Bridge Condition	2025 Target (CY)
Percentage of National Highway System Bridges, by Deck Area, Classified in Good Condition	38.5%
Percentage of National Highway System Bridges, by Deck Area, Classified in Poor Condition	4.0%

Congestion Mitigation and Air Quality (CMAQ)	2025 Target (CY)
Emissions reduction from CMAQ-funded projects Particulate Matter-10 microns or less (PM10) - (kg/day)	71
Emissions reduction from CMAQ-funded projects Carbon Monoxide (CO) - (kg/day)	5,393
Emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) - (kg/day)	482
Emissions reduction from CMAQ-funded projects Nitrogen Oxides (NOx) - (kg/day)	1,086

Traffic Congestion		2025 Target (CY)
Annual Hours of Peak Hour Excessive Delay Per Capita (Denver-Aurora Urbanized Area)		17.4
Annual Hours of Peak Hour Excessive Delay Per Capita (Fort Collins Urbanized Area)		3.9
Percent of Non-Single Occupancy Vehicle Travel (Denver-Aurora Urbanized Area)		27.7%
Percent of Non-Single Occupancy Vehicle Travel (Fort Collins Urbanized Area)		31.1%

Colorado 2nd Performance Period Targets (2022-2025)

System Reliability		2025 Target (CY)
Percent of person-miles traveled on the Interstate that are reliable		79.0%
Percent of person-miles traveled on the non-Interstate National Highway System that are reliable		94.0%
Truck Travel Time Reliability Index		1.46

For more information about these targets and to see how they compare to metrics and trends from previous years, please see [CDOT's National Performance Measures dashboard](#).

CDOT Performance Plan

Each fiscal year on July 1, CDOT produces a Performance Plan, required under Colorado Revised Statute C.R.S. § 2-7-204, known as the State Measurement for Accountable, Responsive and Transparent Act. The Performance Plan is CDOT's strategic roadmap (FY25) that informs our employees, customers, and partners about our Wildly Important Goals (WIGs) for the upcoming fiscal year. CDOT's WIGs are ambitious short-term goals that align the Governor's Key Priorities with the Department's strategic priorities. For more information on CDOT's Performance Plan and other reports, visit CDOT's [Performance Plan and Reports webpage](#).

CDOT Transportation Asset Management Plan

IIJA requires CDOT and other state DOTs to develop risk-based asset management plans for pavement and bridges on the NHS. Plans are designed to improve or preserve assets on our highways. States that do not develop and implement a plan will see their federal transportation funding restricted.

FHWA has found CDOT's TAMP of 2022 to meet minimum requirements in 23 CFR 515.13(b)(1).

The TAMP goes beyond these requirements by including 10 asset classes other than pavement and bridges. Asset classes include tunnels, buildings, rest areas, intelligent transportation systems (e.g., cameras and variable message signs), traffic signals, maintenance levels of service, walls, culverts, fleet (including snowplows), and geohazards.

For more information on CDOT's TAMP, visit CDOT's [Transportation Asset Management webpage](#).



Environmental Consultation and Land Use

In compliance with federal and state requirements, CDOT has completed Your Transportation Plan in consultation with state, tribal, and local agencies to coordinate for land use, management, natural resources, environmental protection, conservation, and historic preservation strategies. Additionally, we have integrated resiliency into all phases of project development to ensure long-term sustainability and accessibility for all communities.

The main objectives of the environmental consultation were to:

- Provide stakeholders and resource agencies with information on the locations and types of potential projects included in the RTPs and the 10-Year Plan
- Identify potential human and natural environmental issues and high-level mitigation strategies with projects that may progress into Planning and Environmental Linkages or National Environmental Policy Act studies
- Build relationships among CDOT, local planning partners, and state and federal resource agencies

CDOT completed a conceptual environmental analysis of the projects included in the 10-Year Vision using publicly available geospatial data from federal and state agency data sources to identify environmental resources. An ArcGIS online comment tool enabled resource agencies to comment on potential environmental impacts and mitigation. Both federal and state environmental regulatory and resource agencies considered the following factors in the comments they provided: wetlands, air quality, water quality, floodways and floodplains, hazardous materials, wildlife crossings, historic resources, and alternative fuel corridors. CDOT shared environmental implications with environmental advocacy organizations to leverage their local environmental resource knowledge and better understand public sentiment on environmental resources and issues pertaining to the projects.

Appendix C provides more information on the environmental consultation completed as a part of this Plan.

Land Use Decisions Affect Transportation

It is essential to consider land use while engaging in transportation planning: local governments and the state consider population growth, job demand, and key destinations to determine the design of roadway infrastructure to best serve the people and types of travel along roadways. Although CDOT does not make land use decisions, we do play a role in land use discussions, as land use affects our transportation mode usage, infrastructure needs, and costs. Over the past 5 years, CDOT has been building a land use program that is integrating into more aspects of our planning and implementation work.

Land use and zoning decisions create opportunities for homes to be closer to jobs (businesses, industrial, and commerce), shopping (grocery stores), and services amenities (like healthcare, parks, open and natural spaces, and libraries). When the land uses allow key destinations and homes to be located closer together, there is less necessity for long distance travel, allowing shorter trip lengths and more opportunities for active transportation. Additional benefits include improved transportation network efficiency, lower asset and maintenance costs, and improved quality of life and safety for the traveling public.

There are various land use contexts in Colorado with varying densities and characteristics. These contexts include mountain and natural areas; rural places characterized by agricultural lands, ranches, rural towns, or farming areas; suburban places are characterized by housing areas and strip commercial development outside of urban core or rural downtowns; traditional neighborhoods have well connected streets, blocks, a range of housing types, amenities, schools, and businesses; downtown places host retail, office, and other business activities in both large cities and small towns with main streets and civic spaces; and the urban core characterized by mixed-use buildings, civic spaces, cultural and entertainment districts within a high population city. CDOT considers these land use contexts as it applies

to the roadway infrastructure through the [CDOT's Roadway Design Guide Book \(2023\)](#). This document enables CDOT to consider community contexts to provide flexibility in roadway design.

Jobs-Housing Balance and Commuting Patterns

Land use decisions shape commuting patterns. In many regions across Colorado, workforce housing is concentrated in one community, while employment opportunities are located in another, leading to increased travel distance between jurisdictions. Land use decisions about the location of housing developments, the density of those developments, the types of housing available to community members, and the proximity to employment centers affect the distance, time, and travel mode available to travelers. Coloradans living in the mountain resort, rural, and suburban places may experience long commute times and limited options for active transportation to work compared to those living in more dense and compact places like those seen in traditional neighborhoods, downtowns, and the urban core. CDOT has been developing mobility hubs on I-25 to create greater travel efficiencies for Bustang and commuters going to Denver, our state's largest urban core.

Involving CDOT and other transportation agencies early in the decision-making process ensures infrastructure investments align with broader state goals. CDOT seeks to proactively collaborate with local officials and partner agencies, such as OEDIT, to support economic development and job growth. OEDIT's goals, such as supporting rural communities in attracting and retaining 5,300 jobs by June 30, 2025, and increasing international visitors to Colorado from 745,000 to 900,000 by June 30, 2027, are linked to population growth, tourism economy, and strategic transportation planning. CDOT can play a key role in achieving these objectives by ensuring transportation infrastructure matches land use decisions related to economic vitality in both rural and urban regions across the state.

Land Use and Access Control

CDOT recognizes that state highways are vitally important to meet the mobility needs, quality of life, and safety of the traveling public, and must balance the facts that Colorado's economic health depends on the safe and efficient interregional and interstate movement of people and goods. Where CDOT and its partners choose to put interchanges and other access points along our highways strongly influences how the development of land occurs and is supported. CDOT's [PD 1601](#) provides a framework for managing the location, design, operations, and maintenance of interchanges on Colorado's state highway system.

Land Use and Its Link to Transportation and Air Quality

Within current land use patterns and transportation networks, Colorado's population and economic growth are leading to more trips and VMT on already congested roadways. The VMT generated by critical institutions (such as schools and community centers) and business locations such as shopping and entertainment districts, business parks, and distribution centers, depends largely on where these destinations are located in relation to existing transportation infrastructure and the areas where people live and travel. When retail and commercial services, workplaces, and residential areas are located far from existing transportation facilities, these facilities induce demand for travel on roadways. The resulting increase in VMT and traffic congestion has a negative impact on the economy and air quality.

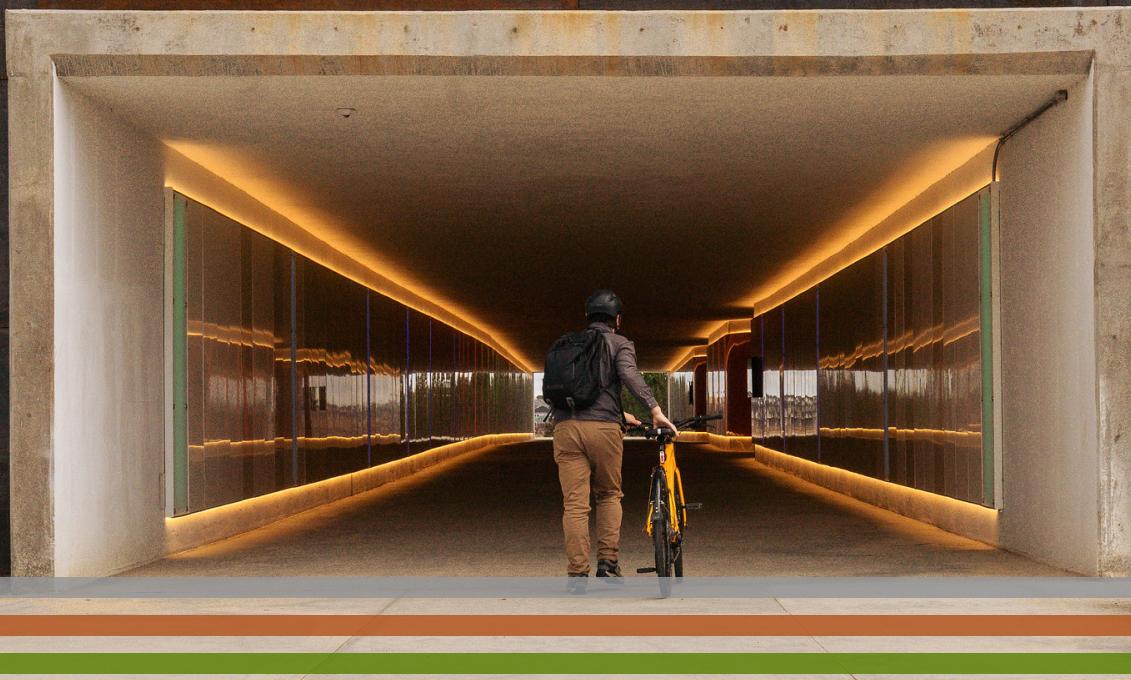
As an example, warehousing and distribution centers require a lot of space and are often located in rural and suburban places. These locations can create strain on the transportation network in two

ways: first, from commuters traveling to a rural work location from more densely populated areas; secondly, from transporting goods from a rural area to more populated areas like a downtown or urban core. Locating a warehouse or distribution center away from a state highway, in a rural or suburban community, may lead to congestion requiring future road expansion, greater asset management requirements, greater VMT, safety improvements, and new interchanges and greater concerns for air quality.

To manage congestion and mitigate the negative outcomes of Colorado's growing transportation needs, CDOT addresses land use and transportation concurrently through several initiatives. On key corridors, CDOT is facilitating the development of traditional park-and-ride transit locations into "mobility hubs" that emphasize and provide greater access to multimodal options. The Colorado Main Street Program gives communities a framework on which to focus their revitalization efforts and an incremental process to realize the vision for their downtown land use. Other land use coordination efforts include collaboration with the U.S. military to address their transportation and the use of travel demand modeling that incorporates land use patterns and activity centers to better understand and forecast transportation demand.



CENTERRA LOVELAND STATION



Land Use and Mobility Hubs

The mobility hub concept as promoted by CDOT is intended to provide more travel opportunities for multimodal connections throughout Colorado. As part of the development of new mobility hubs, CDOT coordinates with local governments regarding the relationship between these transportation centers and local land use. On I-25, mobility hubs have been built at key locations in Northern Colorado to allow more commuters from the region to easily, safely, and conveniently commute to Denver.

Land Use Coordination and Military Facilities

Military bases in Colorado include Air Force Academy Air Force Base in Colorado Springs, Buckley Air Force Base in Aurora, Cheyenne Mountain Air Force Base in Colorado Springs,

Peterson Air Force Base in Colorado Springs, Schriever Air Force Base in El Paso County, Fort Carson Army Base in El Paso County, and Pueblo Chemical Base in Pueblo. Military bases have significant transportation needs for people and freight at all times of the day. CDOT coordinates with branches of the armed forces and veterans organizations to ensure that the existing and future needs of all military users are being met with appropriate transportation infrastructure.

CDOT is using the [Better Utilizing Investments to Leverage Development \(BUILD Grant\)](#) to fund a four-part initiative consisting of \$25 million of improvements in the Pikes Peak region, with CDOT, state, and local partners committing to fund the balance. The [Front Range Passenger Rail Study](#) team has begun conversations with the Air Force Academy and Fort Carson about possible planning for future rail stations. Maintaining access to Colorado's military infrastructure and serving the transportation needs of active duty military personnel and veterans are top priorities for CDOT.



Land Use Coordination and Main Streets

The Colorado Main Street Program, hosted by the Department of Local Affairs (DOLA) offers support for community-led downtown revitalization by integrating multimodal transportation options with the main streets of towns in Colorado where people live, work, shop and visit. The program recognizes that state and US highways are often main streets for communities. CDOT has partnered with DOLA and the Colorado Department of Public Health and Environment to provide a customizable framework for downtown streets, which focuses effort, energy, and resources to enhance community vibrancy. The Main Streets Program provides options for how to increase safety for all users across all modes of travel through creative and flexible design.

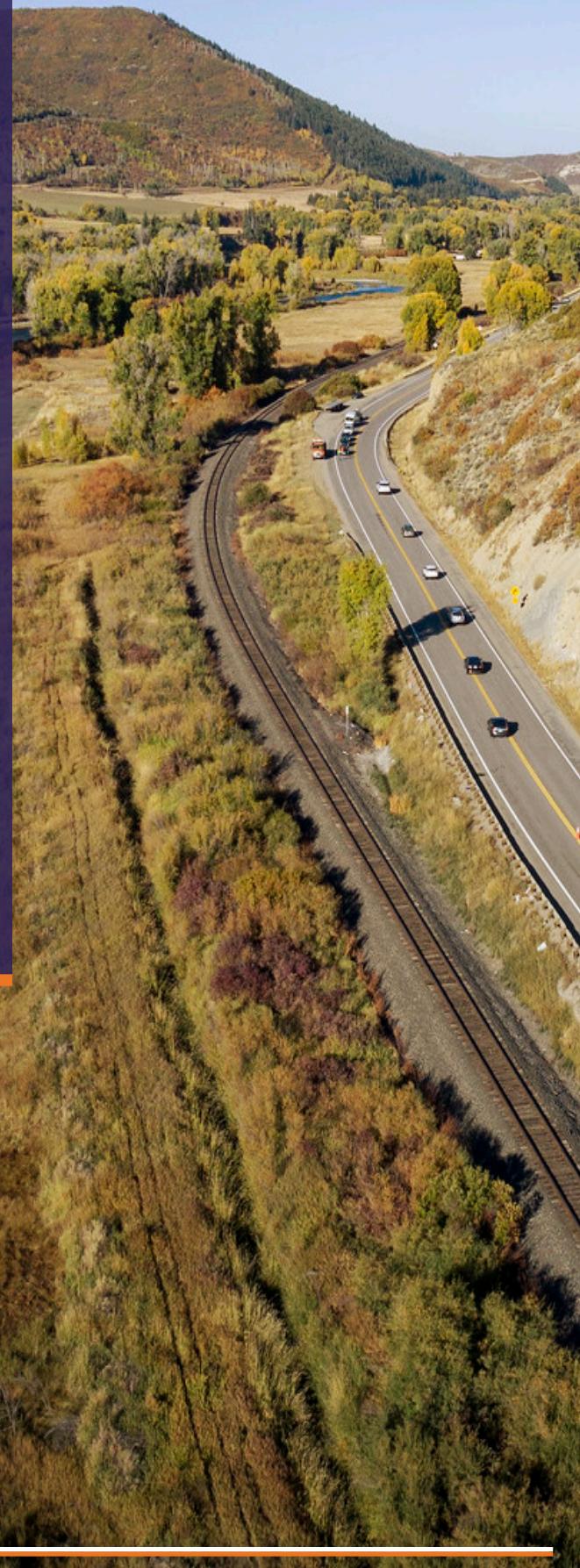
Land Use and the Travel Demand Model

CDOT Statewide Travel model is a detailed, integrated modeling tool that begins with survey data showing what trips people make in a typical day, for what purpose, by what mode, and to what destinations. In 2023, CDOT launched a survey inviting selected households across Colorado to participate. Community members received a mailed invitation to complete a brief survey about their household and to track their travel for one day, with some asked to report additional days. Regardless of travel frequency or mode, public input is essential. The collected data guides transportation investments, infrastructure improvements, and air quality assessments, helping CDOT enhance roads, public transit, and active transportation while addressing congestion and safety.

Colorado's Transportation Story

Colorado's transportation future is guided by a strategic framework established in PD 14. PD 14 establishes goals that include Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choice to inform transportation decision-making statewide. Goals are supported by performance measures that allow for tracking progress, enhancing accountability, and ensuring investments generate meaningful outcomes for Coloradans and visitors alike.

As our communities evolve, a clear and measurable roadmap becomes essential to help Colorado prepare for a future in which aging populations, regional population growth, and changing travel behaviors reshape how people move throughout the state. Transportation investments will need to respond to today's needs and anticipate tomorrow's demands, to ensure that the system remains safe, reliable, and accessible for all users.





Colorado's Changing Communities

One of the most significant shifts influencing transportation today is the relationship among housing, affordability, and mobility. Increasingly, where people can afford to live affects how far they must travel to reach essential destinations such as work, school, healthcare, and recreation. This mobility shift places greater pressure on the transportation system to serve longer and more complex travel patterns. The relationship among housing, affordability, and transportation networks also highlights the need for coordinated planning that considers both land use and mobility to create places where people can live, work, and access daily needs without always depending on a personal vehicle.

As growth slows and demographic patterns shift, including declining birth rates and a rapidly aging population, transportation planning must adapt to new demands across all communities. Supporting compact, walkable, bikeable, and transit-friendly neighborhoods, often through more intentional integration of land use and transportation infrastructure, will be a key strategy. In these environments, people can choose from accessible travel options that do not rely solely on driving. Whether walking, rolling, biking, taking transit, or using other new mobility services, community members benefit from transportation systems that

prioritize connectivity and safety. While every region in Colorado faces specific challenges, many share common themes in how travel patterns are shifting. The path forward

requires regionally tailored and context-specific solutions that ensure that each community can advance shared statewide goals while aligning with community needs and values.

How Coloradans Get to Work



- **67%** drive alone
- **19%** work from home

Before the pandemic this figure was 11%, reflecting a more than 70% increase

- **8%** carpool
- **3%** walk
- **2%** use public transportation
- **1%** bike
- **1%** other

Note: Due to rounding, the total does not equal 100%

Source: U.S. Census Bureau, American Community Survey (2023-2019, 2019-2016)

Population and Employment Changes

27%

Projected Population Growth

23%

Projected Employment Growth

Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated

Aging in Place

Colorado's growing older adult population continues to be a defining demographic trend, driven largely by residents aging in place rather than in-migration. In 2023 alone, an estimated 68,300 Coloradans turned 65. This trend is not only impacting the labor force—through increasing retirements and extended employment among older adults—but also shaping economic demand for healthcare, leisure, hospitality, and accessible housing. As mobility needs evolve with age, lower driving rates, smaller household sizes, and a preference for close-to-home services are influencing travel behavior and infrastructure needs.

CDOT recognizes that these demographic changes are reshaping communities across the state. In response, we are committed to proactively planning for a transportation system that meets the unique needs of Colorado's aging population. This includes integrating accessibility, safety, and reliability into transportation options that allow older adults to remain independent, connected, and mobile. CDOT will continue to use data-driven strategies and community input to ensure future investments reflect the priorities of an increasingly diverse and aging population, making mobility more inclusive for everyone.

54%

Projected 65+ Population Growth

Source: Annual Population Summary (2023), Colorado State Demography Office; 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated





Fix Our Roads

Maintaining Colorado's transportation infrastructure is essential to meeting the evolving needs of communities across the state. Proactive roadway maintenance ensures that important transportation network elements continue to support safe and reliable travel. Every TPR in the state identified roadway conditions as a focus area in their RTPs, underscoring the statewide importance of preserving and improving transportation assets. CDOT's PD 14 dashboard provides valuable insight into the state's progress toward the achievement of the goal of Fix Our Roads. Strategic investments in maintenance and rehabilitation are demonstrating measurable improvements. Continued focus on roadway and bridge conditions will be vital to supporting the safe and efficient movement of people and goods across Colorado.

2.5% (2018) to 2.3% (2024)

Decrease of Interstate Pavement in Poor Condition

80% (2018) to 71% (2024)

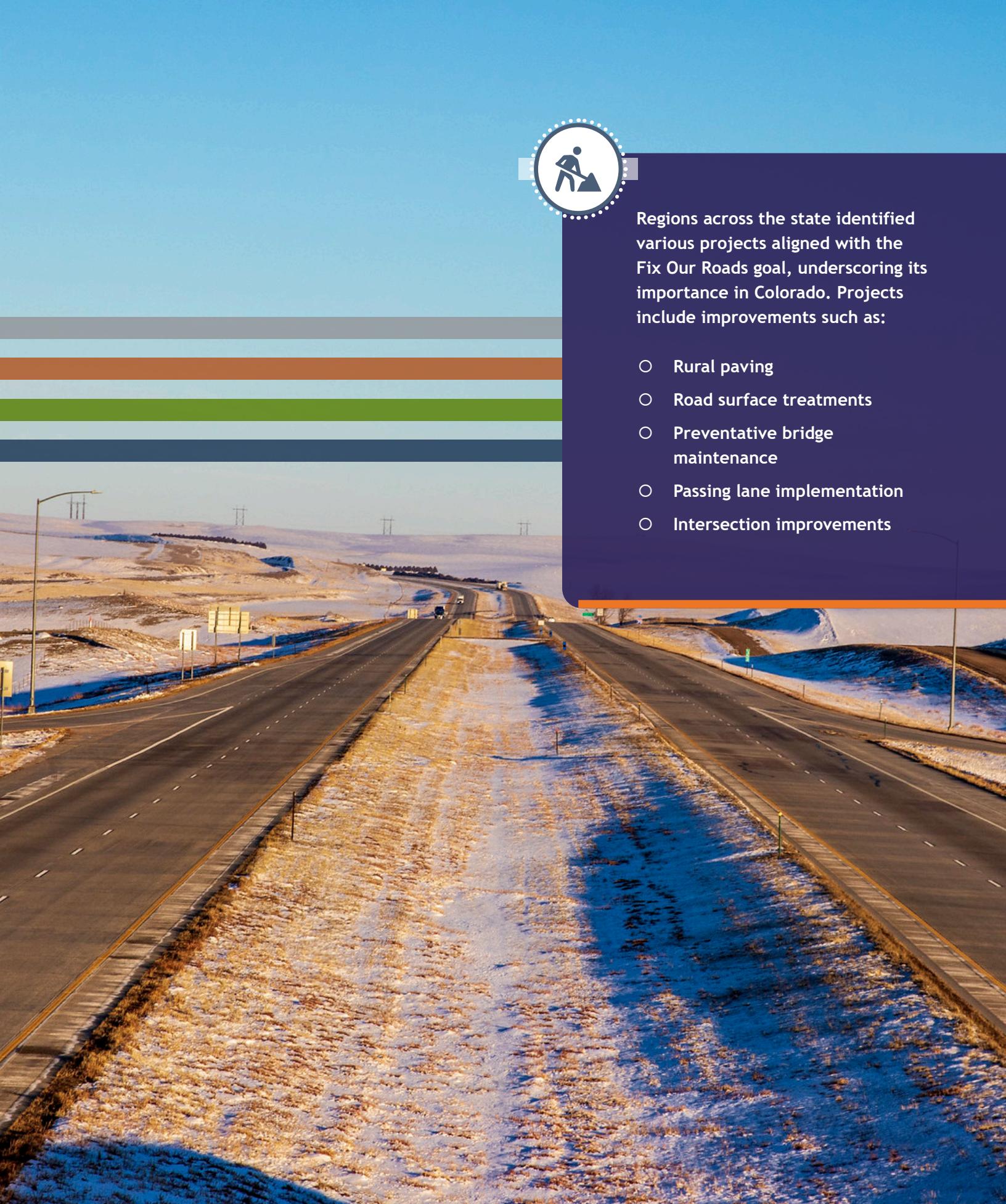
Decrease in state highways with high drivability life (how long a road surface is expected to remain in good condition)

4% (2018 and 2024)

State highway bridges in poor condition remained stable

6% (2018) to 4% (2024)

Decrease in share of bridges on the NHS in poor condition



Regions across the state identified various projects aligned with the Fix Our Roads goal, underscoring its importance in Colorado. Projects include improvements such as:

- Rural paving
- Road surface treatments
- Preventative bridge maintenance
- Passing lane implementation
- Intersection improvements



Advancing Transportation Safety

A foundational component of Colorado's transportation system is ensuring safe travel for all community members. Trends in traffic-related fatalities and serious injuries provide valuable insight into the state of roadway safety. Between 2018 and 2020, the number of serious injuries declined, with 2020 showing the lowest figures, largely influenced by reduced travel during the COVID-19 pandemic. However, traffic-related fatalities remained relatively stable from 2018 to 2022, before beginning a gradual decrease. Since 2021, traffic-related injuries have steadily increased, reaching a peak of 3,897 in 2023. When examining VRU data, fatalities and serious injuries followed a similar trend to non-VRU data, though overall numbers remain lower. However, a notable concern is the significant increase in VRU fatalities between 2019 and 2023, underscoring the continued risks faced by these users on Colorado roadways.

Improving the safety of Colorado's roadways is a top priority, with the goal of ensuring that everyone, whether walking, biking, driving, or riding transit, gets home safely. CDOT updates its [Strategic Highway Safety Plan](#) every five years to address the state's most critical safety needs and directs investments toward the most effective strategies and countermeasures.

Guided by the Strategic Highway Safety Plan, the Advancing Transportation Safety initiative will lead implementation over the next five years, delivering targeted actions to reduce fatalities and serious injuries across the transportation system. CDOT remains committed to this work and has set clear safety targets that inform decisions at local, regional, and statewide levels. Many RTPs echo this commitment, reinforcing the shared focus on advancing transportation safety as a core priority for Colorado's future.

The Highway Safety Improvement Plan (HSIP), authorized under Section 148 of Title 23 of the United States Code (23 U.S.C. §148), is a core Federal-aid initiative aimed at significantly reducing fatalities and serious injuries on all public roads, including those not owned by the state and those on tribal lands. CDOT administers the HSIP and emphasizes a data-driven, performance-focused strategy to enhance roadway safety. The program aligns with Colorado's broader vision of achieving zero traffic-related deaths and serious injuries across the state.

Safe System Approach

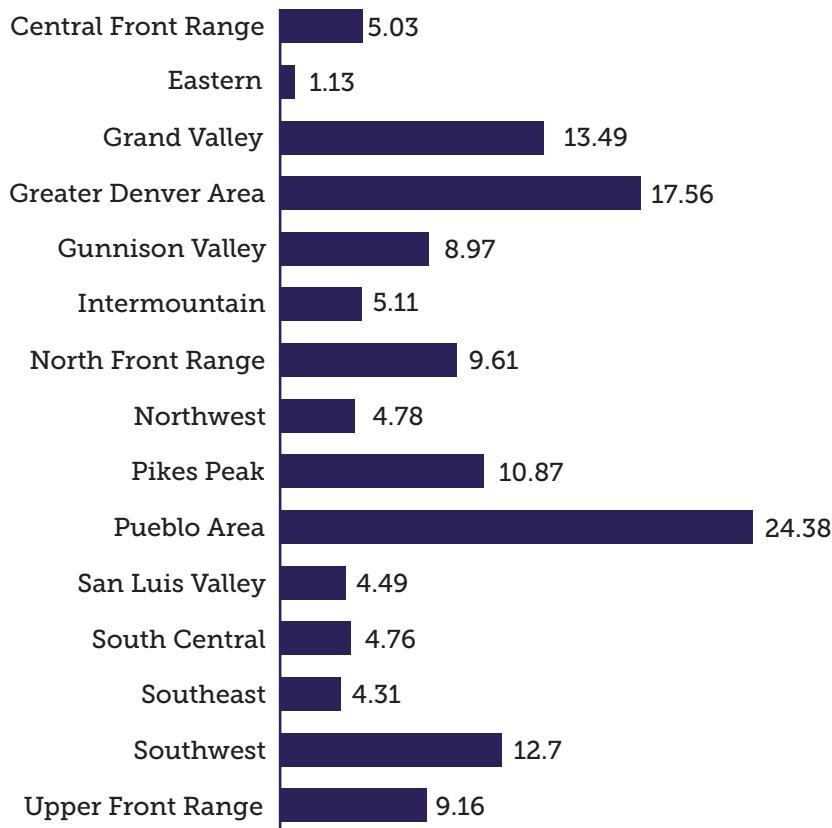
The Safe System Approach, inspired by FHWA and adopted by CDOT through its Advancing Transportation Safety initiative, aims to eliminate fatal and serious injuries by designing a transportation system that anticipates human error and includes built-in safeguards. It centers on five key emphasis areas: Safe People, Safe Roads, Safety Culture, Post-Crash Care, and Safe Driving. Integrated within these components are guiding statements that include redundancy is crucial, death/serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, and safety is proactive.

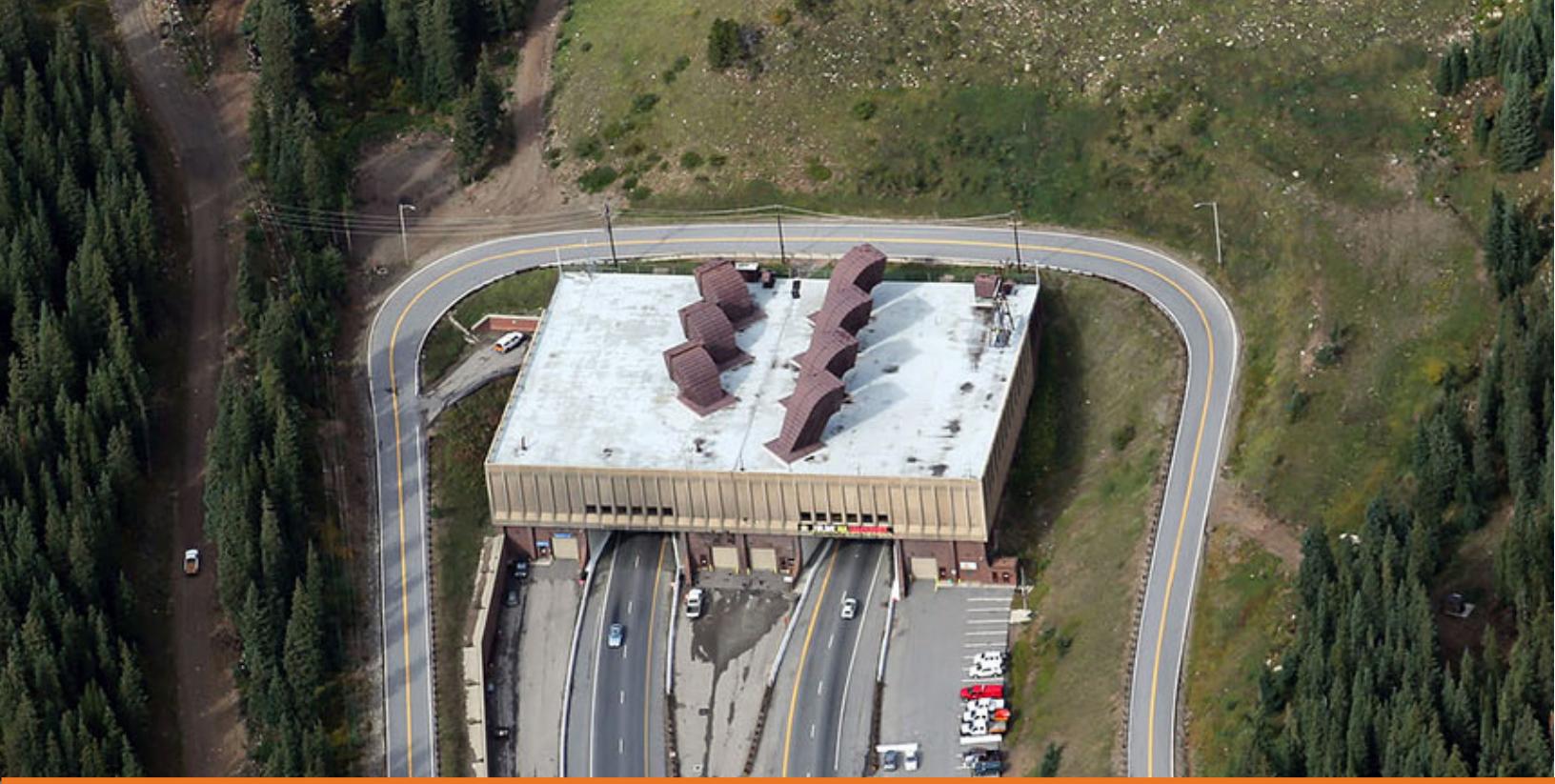
As part of the Safe Roads element, FHWA promotes Proven Safety Countermeasures, a set of 28 infrastructure-focused strategies supported by guidance, implementation considerations, and data on safety benefits to help communities create safer streets.

VRU Crashes by TPR

The Pueblo Area has the highest number of crashes at 24.38, more than any other region in the state. This is followed by the Greater Denver Area (17.56), Grand Valley (13.49), and Southwest (12.7). Regions such as Pikes Peak (10.87), North Front Range (9.61), Upper Front Range (9.16), and Gunnison Valley (8.97) also reflect moderate crash levels. In contrast, several regions, Eastern (1.13), San Luis Valley (4.49), Southeast (4.31), and South Central (4.76), have comparatively low numbers.

These trends highlight where safety improvements for vulnerable users, such as protected crossings, sidewalks, and traffic-calming infrastructure, may be most urgently needed.

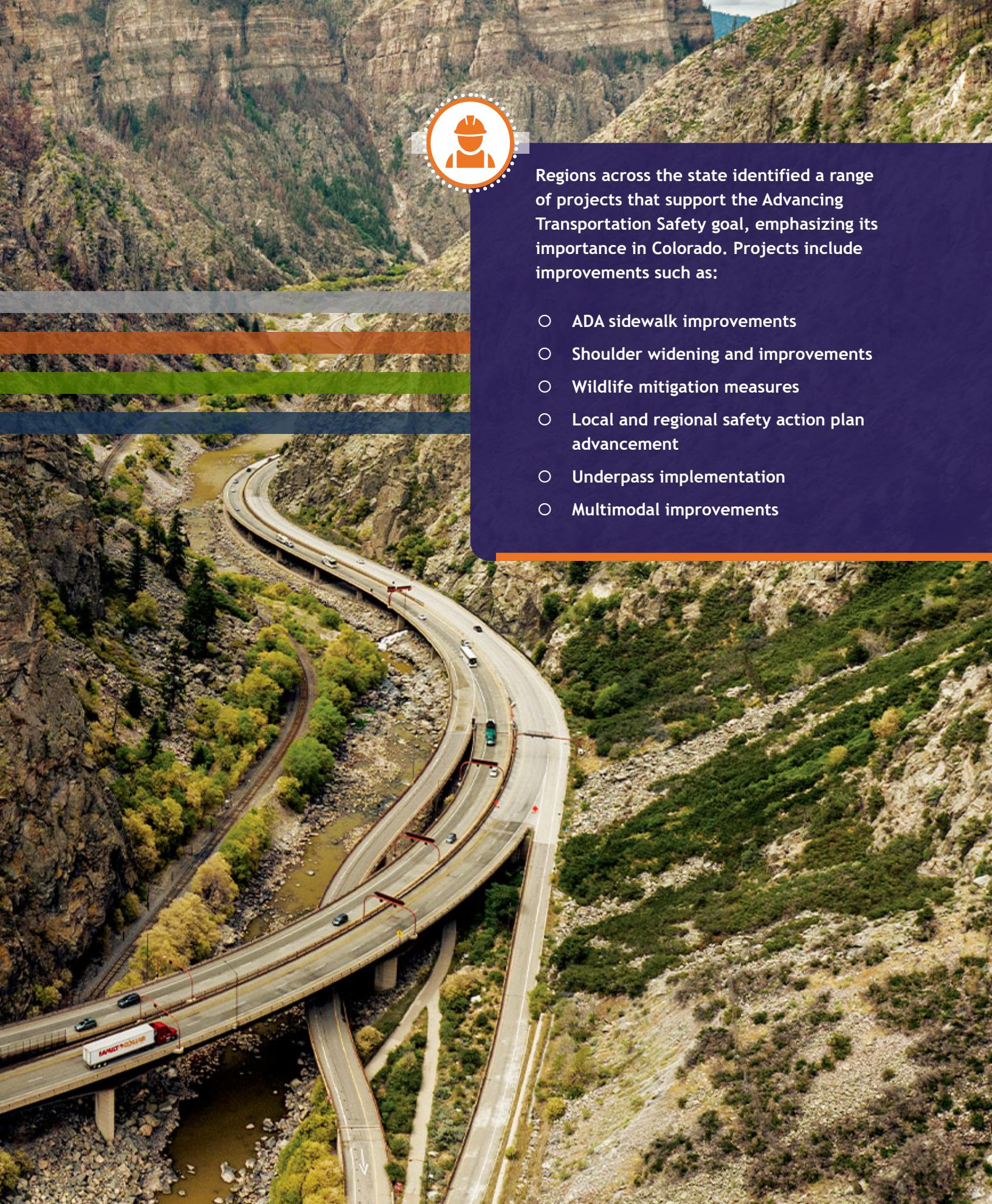




CDOT takes a holistic approach to increase the security of the transportation system for both motorized and non motorized users and to promote efficient system management and operation. CDOT's approach includes proactive threat assessment, emergency readiness, and strategic planning. For example, we use our Risk and Resilience Program to identify vulnerabilities and threats, such as floods, wildfires, rockfall, and avalanches, and to perform risk assessments that inform mitigation priorities. We also use our Intelligent Transportation Systems protocols to prepare the state for rapid and effective responses during emergencies. Additionally, our Strategic Highway Safety Plan identifies a “Safe People” emphasis area that prioritizes targeted infrastructure updates, refines policies for safer transportation systems, and expands multimodal transit options that encourage best practices to safeguard VRUs and other at-risk users. Appendix D provides more information on CDOT's Resilience Improvement Plan.

Examples on the I-70 corridor showcasing CDOT's comprehensive strategy in this area include structural improvements (emergency underpasses and access ramps), technological enhancements (monitoring and signage), and strategic planning (risk prioritization, resilience scoring, and right-of-way management):

- **I-70 Structure Replacement West of the Eisenhower-Johnson Memorial Tunnel (EJMT):** In October 2022, CDOT replaced a failing emergency access structure under I-70 with a new underpass. The new structure, located 2.6 miles west of the EJMT in Summit County, is open to only authorized vehicles such as snowplows, ambulance services, and law enforcement. This upgrade ensures uninterrupted access for emergency response during extreme weather incidents.
- **I-70 West Vail Pass Auxiliary Lanes:** This project includes an upgraded emergency truck escape ramp at mile point 182 for runaway trucks, reconstructed bridges, improved emergency service access, and improved variable speed limit signs and closure systems.
- **I-70 Floyd Hill:** This transformational project will reduce bottlenecks and increase safety on I-70 from Evergreen to Idaho Springs. This project fills a 2-mile frontage road gap to improve emergency vehicle routing, and installs wildlife crossings and fencing.



Regions across the state identified a range of projects that support the Advancing Transportation Safety goal, emphasizing its importance in Colorado. Projects include improvements such as:

- ADA sidewalk improvements
- Shoulder widening and improvements
- Wildlife mitigation measures
- Local and regional safety action plan advancement
- Underpass implementation
- Multimodal improvements



Sustainably Increase Transportation Choice

To ensure that Colorado's transportation system continues to meet the growing and evolving travel needs of our communities, it is essential to proactively expand and support a range of travel options. Expanding and supporting travel options involves thoughtful planning and integration across multiple modes of transportation to enable people to have access to and choose alternatives to personal vehicles. For example, a resident traveling from a rural area to access medical care or higher education along the Front Range should have reliable, connected transit options that make these needed trips feasible. Likewise, individuals living in smaller towns should be able to safely and conveniently walk or bike from a local bus stop to their final destination, whether it is a school, clinic, or grocery store. Providing regional and local options that work together is key to increasing transportation choices.

Equally important is recognizing that one-size-fits-all solutions will not work. What works in Northwest Colorado may not be appropriate for communities in the Southeast. Embracing these regional differences

and tailoring transportation solutions accordingly are not only practical, but also make Colorado's transportation planning responsive. Ultimately, transportation should enhance quality of life and support the way people live. The goal of Sustainably Increase Transportation Choice aims to ensure that, regardless of where someone lives, they have access to a connected transportation system that supports their daily needs.

This commitment is especially critical for the large portion of the population for whom driving is not an option, children and teens too young to drive, older adults who have aged out of driving, people with disabilities that prevent them from operating a vehicle, and low-income residents who cannot afford the cost of ownership, fuel, and maintenance. For these individuals, this is not just about having choices, it is about having safe, convenient, and realistic options to participate fully in society.

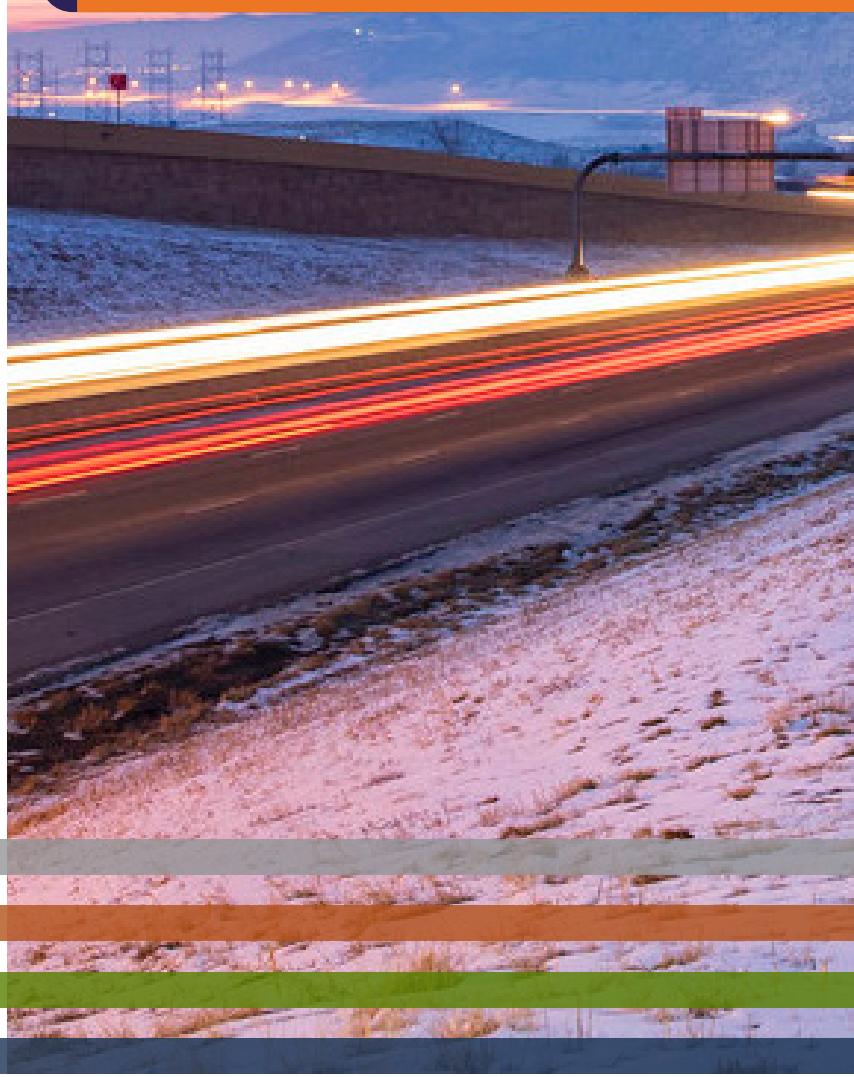
To support expanded transit access across Colorado, CDOT has established a set of measurable goals for Bustang, Outrider, and other services aimed at enhancing service frequency and reliability. Strategic planning efforts and include the completion of the Transit Connection Study, which will provide a long-term vision for a more integrated and accessible statewide transit network.

CDOT is also exploring a new Mountain Passenger Rail initiative to improve transportation in the central Rocky Mountains. The proposed service would connect mountain towns with urban centers and recreational destinations using existing rail infrastructure to respond to growing demand for regional rail travel. The initial route would run from Denver to Granby, with a goal of launching daily service by November 1, 2026. Station locations are still under evaluation. CDOT is carefully considering engineering requirements, design limitations, and community feedback to determine the most suitable sites. Public input will play a key role in shaping a service that is both functional and responsive to local needs.



What is a Mobility Hub?

A mobility hub is a place where multiple modes of transportation (cars, transit service, bicycles, pedestrians, micromobility, etc.) seamlessly integrate to allow quick mode-to-mode/route-to-route transitions and efficient first- and last-mile connections. Mobility hubs are activity centers that have shelters, real-time passenger information, and other technologies. CDOT has prioritized mobility hubs as a statewide program since 2019 and is committed to expanding statewide bus transportation services.



Mobility Hub Progress



Complete:

- Centerra-Loveland Mobility Hub Berthoud Mobility Hub
- Fort Collins Downtown Mobility Hub
- Denver Union Station
- Firestone-Longmont Mobility Hub

Construction:

- Skyridge/Lone Tree Mobility Hub

Final Design:

- Broomfield/Thornton Mobility Hub

Design:

- Harmony Road Park-N-Ride
- Monument
- Woodmen
- Fairplay

Concept:

- Castle Rock Mobility Hub
- North Pueblo Mobility Hub
- Idaho Springs Mobility Hub
- Grand Junction Mobility Hub



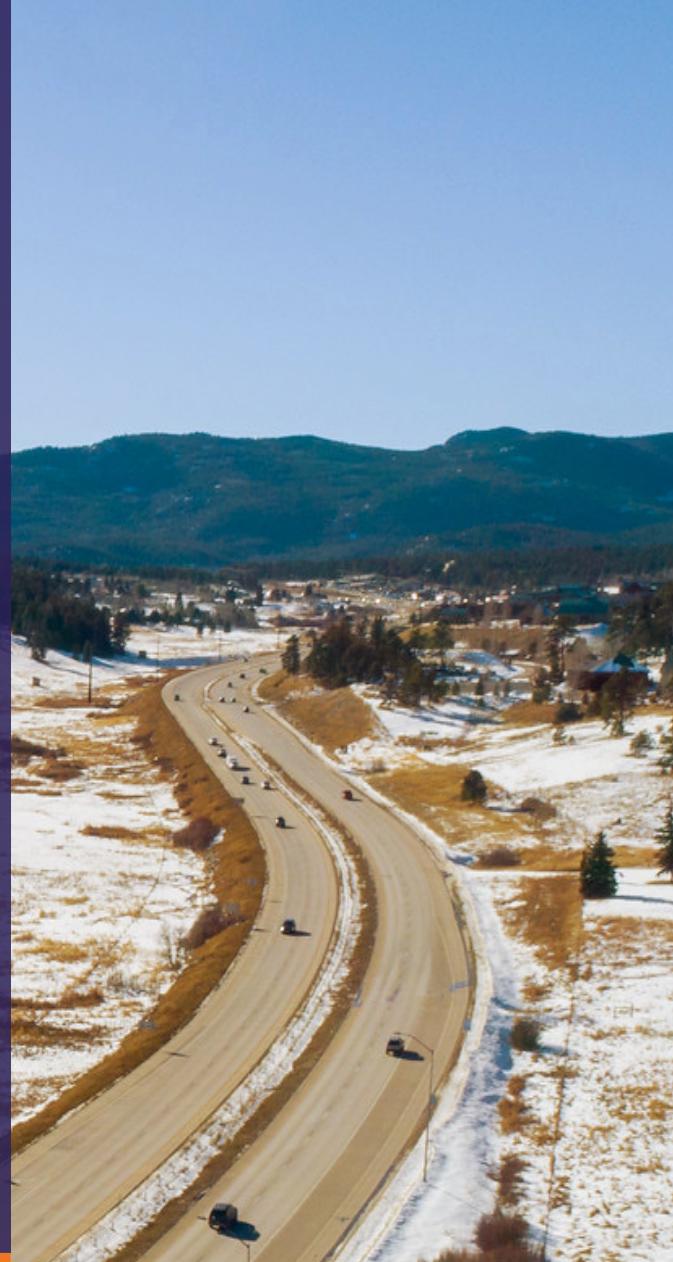


Regions across the state identified a range of projects that support the Sustainably Increase Transportation Choices goal, emphasizing its importance in the state. Projects include improvements such as:

- Trail construction and completion
- Local and interregional bus stop improvements
- Local, regional, and interregional bus service implementation
- Bicycle and pedestrian facilities construction

CDOT's Transportation Investment Strategy

CDOT's investment strategy begins with a strong focus on fixing our roads, because maintaining and improving existing infrastructure delivers the greatest return in terms of safety, mobility, and long-term cost savings. As Colorado's population grows and diversifies—particularly with an increase in older adults and shifts in where people live and work—this “fix-it-first” approach is critical to keeping the state's transportation network resilient and responsive. By prioritizing road repair and preservation, CDOT ensures that infrastructure supports the evolving needs of communities, sustains economic vitality, reduces travel delays, and keeps Coloradans connected, no matter where they live.





CDOT's Budget

The scope of CDOT's mission and responsibilities is far-reaching. We currently oversee an approximately \$1.7 billion annual budget. We are tasked with maintaining and improving a vast transportation network that millions rely on every day, while delivering on the priorities you have told us matter most.

CDOT by the Numbers

- Manages the Colorado State Highway System, which includes 9,072 centerline miles and 23,086 total lane miles
- Maintains 3,474 bridges and other major structures across the state highway system
- Oversees 28 billion miles of vehicle travel annually
- Plows approximately 6 million lane miles each year
- Keeps more than 35 mountain passes open year-round
- Monitors and maintains 278 avalanche paths
- Provides more than 3.3 million revenue service miles through Bustang, CDOT's interregional bus service, in Fiscal Year 2025 (FY25); DTR administers FTA pass-through funds to support transit programs in rural areas and for specialized populations statewide
- Manages more than \$5 million in federal grants for safe driving programs

Enterprise Funding

CDOT is a coordinating partner to five enterprises: Colorado Bridge and Tunnel Enterprise, Colorado Transportation Investment Office, the Clean Transit Enterprise, Nonattainment Area Air Pollution Mitigation Enterprise, and Fuels Impact Enterprise. An enterprise is a self-supporting, government-owned business governed by a Board of Directors that receives revenue to advance a specific goal through a project selection process. Enterprise funding provides the state with approximately an additional \$335 million in revenue annually.

Overview of CDOT Enterprises

1) Bridge and Tunnel Enterprise:

Finances, repairs, reconstructs, and replaces designated bridges and tunnels in Colorado.

2) Colorado Transportation Investment Office

Develops and manages innovative financing for transportation projects.

3) Clean Transit Enterprise:

Focuses on public transit electrification, including funding, grants, and rebates for related projects. Aims to reduce environmental and health impacts of oil and gas development.

4) Nonattainment Area Air Pollution Mitigation Enterprise:

Supports projects that reduce air pollution and traffic in areas failing to meet air quality standards.

5) Fuels Impact Enterprise (focused on freight and fuel transportation projects):

Addresses the environmental and health impacts of fuel transportation and vehicle emissions.



CDOT State Gas Tax and Fees, and the five enterprises.

Colored flows connect these revenue streams to their corresponding uses on the right side of the chart. The largest expenditure areas are capital construction and maintenance and operations. This visualization highlights the complexity of transportation funding in Colorado and underscores the importance of diverse revenue streams to support a wide range of infrastructure and mobility initiatives across the state.

While CDOT's 10-Year Plan outlines strategic investments in the state's transportation infrastructure over the next decade, it represents a portion of CDOT's overall budget—approximately \$225 million on average per year. Supported by state funding from Senate Bill 21-260 and flexible federal funding, the 10-Year Plan is designed to work in parallel with CDOT's other funding programs to stretch our budget further to meet our performance goals.

Major Functions

The diagram on the following page illustrates the FY26 budget allocation for CDOT, showing how various sources of revenue are distributed across major function areas. On the left, revenue sources include CDOT Federal Funds,

Fiscal Year 2025-26 Budget Allocation

Sources of Revenue

(\$ in millions)

CDOT Federal Funds:
\$804.2

CDOT State Gas
Tax and Fees:
\$884.5

Colorado Bridge and
Tunnel Enterprise:
\$181.4

Colorado Transportation
Investment Office:
\$235.7

Clean Transit
Enterprise:
\$68.5

Nonattainment
Area Air Pollution
Mitigation Enterprise:
\$13.4

Fuels Impact
Enterprise:
\$15.0

Program Expenditures

(\$ in millions)

Capital Construction:
\$805.9

Maintenance
and Operations:
\$431.0

Multimodal Services
and Electrification:
\$193.2

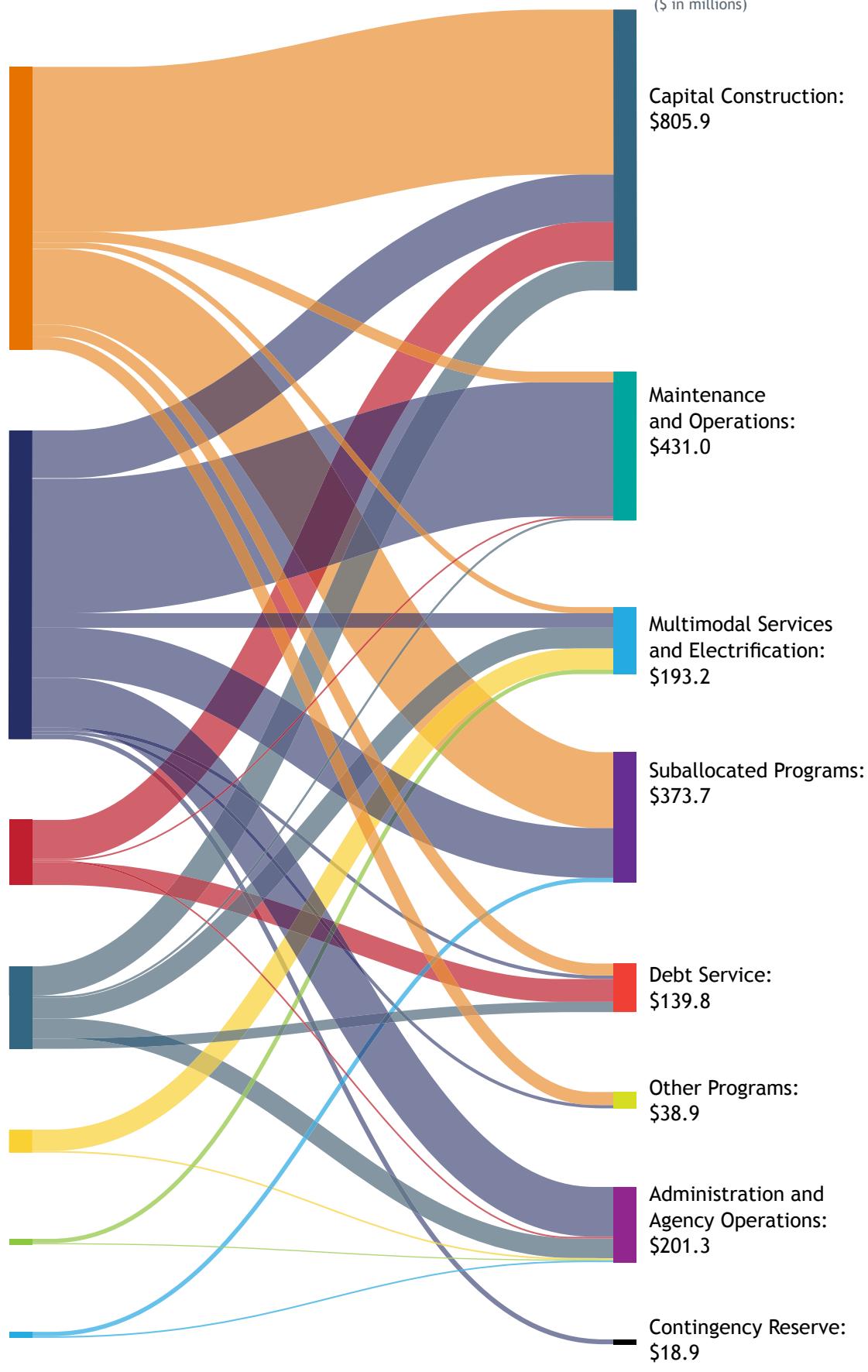
Suballocated Programs:
\$373.7

Debt Service:
\$139.8

Other Programs:
\$38.9

Administration and
Agency Operations:
\$201.3

Contingency Reserve:
\$18.9





Leveraging Funding

To make the most of every dollar, we need to combine traditional funding with enterprise funding. By leveraging these resources together, we can stretch our budget further and invest more in the projects that fix our roads and improve safety, mobility, and quality of life across the state. Our 10-Year Plan is designed to do exactly that. It combines state, federal, and enterprise funding to maximize every investment. By strategically aligning these resources, we can take on more projects, accelerate timelines, and focus on the improvements that matter most to the public: smoother, safer roads and more transportation choices.

Funding for Asset Management

The total asset management budget is about \$750 million annually, including the Statewide Bridge and Tunnel Enterprise. Most asset management funding (almost 90 percent) goes to maintenance levels of service, pavement, and bridges. Current asset management funding is insufficient to maintain current conditions and meet long-term performance goals. This is why leveraging traditional asset funding with 10-Year Plan strategic funding and enterprise funding is especially critical.

Performance-Based Investments

CDOT's investment strategy is rooted in PD 14 goals: Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choice. These goals guide how funding decisions are made and ensure that every investment supports measurable outcomes. By aligning the 10-Year Plan and asset management investments with PD 14, CDOT can prioritize projects that not only maintain and improve existing infrastructure but also enhance safety for all users and expand mobility options. This performance-based approach ensures that resources are directed where they can have the greatest long-term impact across Colorado's transportation network.



Long-Range Financial Plan

CDOT's long-range investment strategy is reflected in the 2050 Program Distribution process. Program Distribution reflects an investment strategy based on the policies and priorities established as part of the development of this Statewide Transportation Plan.

Program Distribution outlines the assignment of projected revenues to program areas for the time period of the long-range Statewide Transportation Plan. It provides a baseline for financial constraint of the Statewide Transportation Plan and associated 10-Year Plan, RTPs, the STIP, and MPO Transportation Improvement Programs.

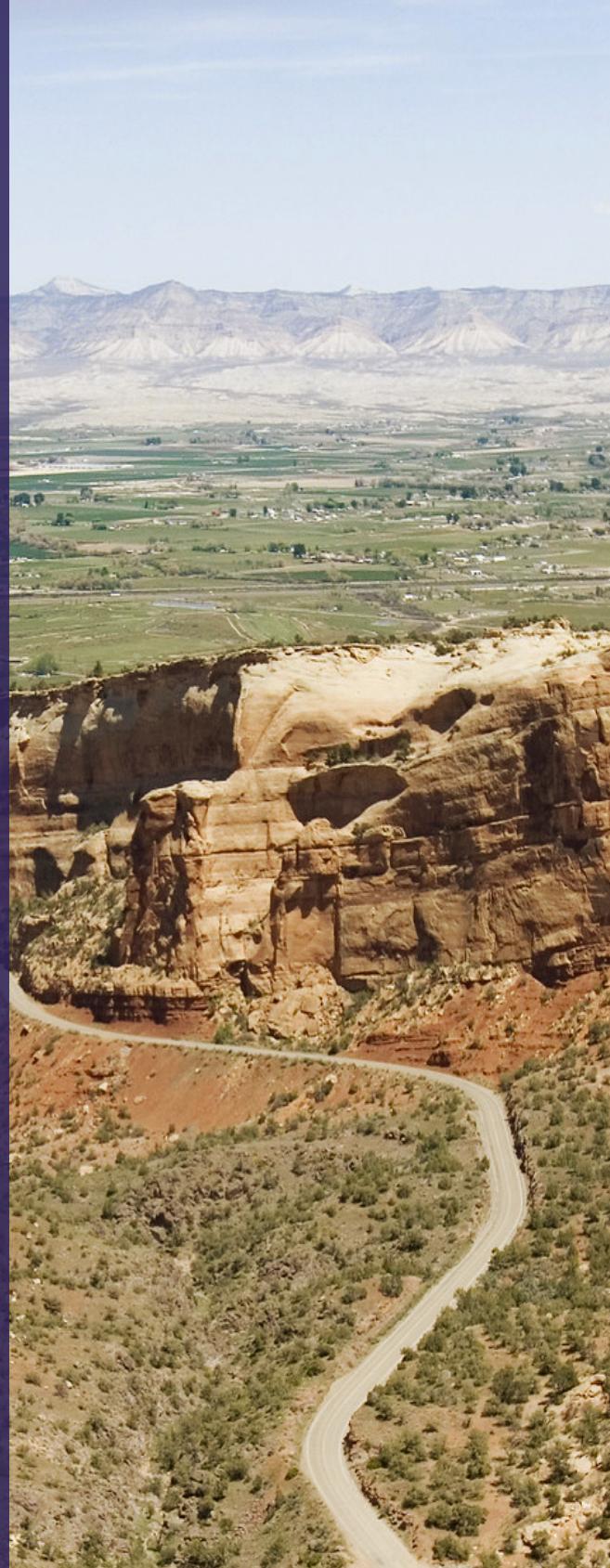
CDOT's primary funding comes from state and federal gas taxes, which have remained unchanged for the past three decades. Colorado's gas tax, at 22 cents per gallon, has not increased since 1991 and does not adjust for inflation, making it one of the lowest in the nation.

The stagnation of state and federal gas tax revenues over the last 30 years, makes planning for the next 30 years challenging because funding is limited to address the many transportation needs in a state as large and diverse as Colorado. This is also why the long-range planning process is incredibly important. CDOT relies on this transportation plan and the input of the communities across the state to maximize our limited resources and to make the most of every dollar to fix our roads, while improving safety and mobility.

Implementation of Your Transportation Plan

Your Transportation Plan outlines a long-term vision for transportation investment and serves as the foundation for developing a 10-year strategic project pipeline (the 10-Year Plan). To realize this vision, CDOT partners with local governments and invests in both state-owned and locally managed transportation systems. This pipeline represents a balanced, actionable investment strategy designed to leverage future funding opportunities and deliver meaningful improvements statewide. TPRs and other key stakeholders identified projects for inclusion in the pipeline through a collaborative process to ensure that regional priorities were reflected.

Colorado's regions face substantial transportation investment needs aligned with a 20+ year planning horizon. This section highlights how Your Transportation Plan will be implemented through the lens of CDOT's three core PD 14 goals: Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choices. CDOT continues to work closely with planning partners, state and local agencies, and the public to advance these goals. Ongoing public engagement remains a key component of Colorado's transportation planning process.



Moving from Planning to Programming

CDOT, together with its planning partners, shapes the future of Colorado's transportation system to ensure it meets the needs of all users while keeping pace with population growth, economic development, and quality of life goals. Following federal guidelines, the planning process begins with establishing a shared vision and defining long- and short-term goals and objectives.

From there, CDOT identifies major investment needs and priorities, ultimately resulting in a comprehensive Statewide Transportation Plan. CDOT then implements this plan by programming projects into the STIP. Throughout this process, CDOT regularly coordinates with FHWA and Federal Transit Administration to ensure alignment and compliance. Developed alongside Your Transportation Plan, the 10-Year Vision serves as a critical bridge between the 4-year STIP and the longer-term 20+ year Statewide Transportation Plan, helping to guide near-term action with a clear connection to long-term outcomes.

Transparency and Accountability

Creating transparency and accountability is just as critical as building a strong project pipeline. CDOT is committed to transparency, ensuring the public can clearly see how transportation dollars

are being invested and the progress being made on key initiatives. The public can view the status of projects as they advance from planning through construction. To support this, CDOT is enhancing transparency through improved public reporting on project management and costs. CDOT is actively taking steps to demonstrate to community members how their tax dollars are being invested.

One major effort involves the rollout of new tools such as the [10-Year Plan Project Status & Funding Accountability Dashboard](#), which tracks the progress of 10-Year Plan projects in terms of scope, schedule, and budget. In addition, new reporting features will offer detailed cost breakdowns that allows the public to see exactly how project funds are allocated and spent. These efforts reflect CDOT's broader goal of building public trust through openness and accountability.

As part of its commitment to transparency and accountability, CDOT publishes quarterly reports on the 10-Year Plan. These reports provide updates on new state and federal funding opportunities, identify ongoing planning and legislative efforts, and include the full project pipeline. The pipeline outlines all projects proposed for strategic state and federal legislative funding and includes detailed project information, such as project type, fiscal year of approved strategic funding, additional funding sources, future planned funding, and total estimated cost.





CDOT organizes all projects by region (Central, Southeast, Northwest, Northeast, and Southwest), and categorizes them based on status: completed, under construction, in design, or in planning. The Transportation Commission reviews and approves each quarterly report's project updates to ensure accountability in project delivery and communication.

In addition to quarterly updates, CDOT also releases an Annual Project Accomplishment Report, highlighting major milestones, progress across the 10-Year Plan, notable grant awards, and project spotlights from across the state. These resources give the public and stakeholders a clear view of how transportation investments are advancing across Colorado.



Integration of Regional and State Needs

Choosing What Matters Most

Each MPO and TPR maintains a list of priority transportation projects to reflect the unique needs of their communities and the state. These projects range from road repairs and bridge maintenance to safer intersections, pedestrian crossings, bike and transit improvements, and new transit services. MPO and TPR members work with CDOT engineers and planners to:

- Review projects completed in the last five years since the last long-range plan was adopted
- Identify new projects based on current needs, and
- Create region-specific criteria to help choose which projects to prioritize.

Relatedly, each MPO and TPR is responsible for having an RTP, which outlines transit project needs and priorities. This inclusion ensures compliance with Federal Transit Administration requirements and positions these projects for potential federal funding opportunities. The statewide planning cycle, conducted every four to five years, allows each region to update, modify, or combine projects and add new ones. This approach ensures priority project lists, including the evolving priorities within the 10-Year Plan remain responsive to changing regional mobility needs.

Tools and Dashboards

To support data-driven decision-making, CDOT has developed a suite of interactive tools and dashboards that monitor key transportation performance measures across the state. These resources help planners, policymakers, and the public track progress toward statewide goals, including safety, infrastructure condition, sustainability, and multimodal access. Each tool plays a critical role in identifying needs, prioritizing investments, and measuring outcomes aligned with PD 14 and other strategic initiatives.

Reaching the performance targets outlined in PD 14 depends on access to accurate, comprehensive, and context-sensitive data. These planning tools and performance dashboards provide a standardized approach to data analysis, while enabling full transparency by making information publicly available and easy to understand.

Priority Active Connections Explorer (PACE) Tool

The PACE Tool helps planners identify and compare locations along the state highway system for active transportation investment. PACE, a map-based tool, evaluates active transportation needs in one-mile segments using 14 data inputs aligned with the Active Transportation Plan's four goal areas.

Colorado Crash Data Dashboard

The [Colorado Crash Data Dashboard](#) provides detailed crash data broken down by year and month. It includes information on drivers and occupants involved in crashes, vehicle types, and data on nonmotorists (such as pedestrians and bicyclists) in cases of fatal or serious injury. This dashboard offers a comprehensive view of crash trends across counties and supports targeted safety planning and analysis.



CDOT Bridge Condition Dashboard

The [CDOT Bridge Condition Dashboard](#) tracks whether performance goals are being met by evaluating the condition of bridge deck area across the state, using Good and Poor condition ratings for bridges on both the NHS and the state highway system. CDOT applies the National Performance Measures methodology to assess and report bridge conditions consistently and accurately.

CDOT Pavement Condition Dashboard

The [CDOT Pavement Condition Dashboard](#) uses Drivability Life to assess how long highway segments will provide safe and smooth driving conditions. Drivability Life, a key performance measure in PD 14, is based on pavement cracking and rutting. CDOT uses calibrated equipment to measure pavement distress and applies trend analysis to predict when a segment's condition will fall below acceptable thresholds. The dashboard helps CDOT prioritize pavement investments and maintenance across the state.

National Performance Measures Dashboard

The [National Performance Measures Dashboard](#) tracks key transportation performance metrics over time, including safety, pavement and bridge condition, traffic congestion, system reliability, and congestion mitigation and air quality. Each measure includes a specific target established by CDOT to evaluate progress toward statewide transportation goals.

Policy Directive 14 Dashboard

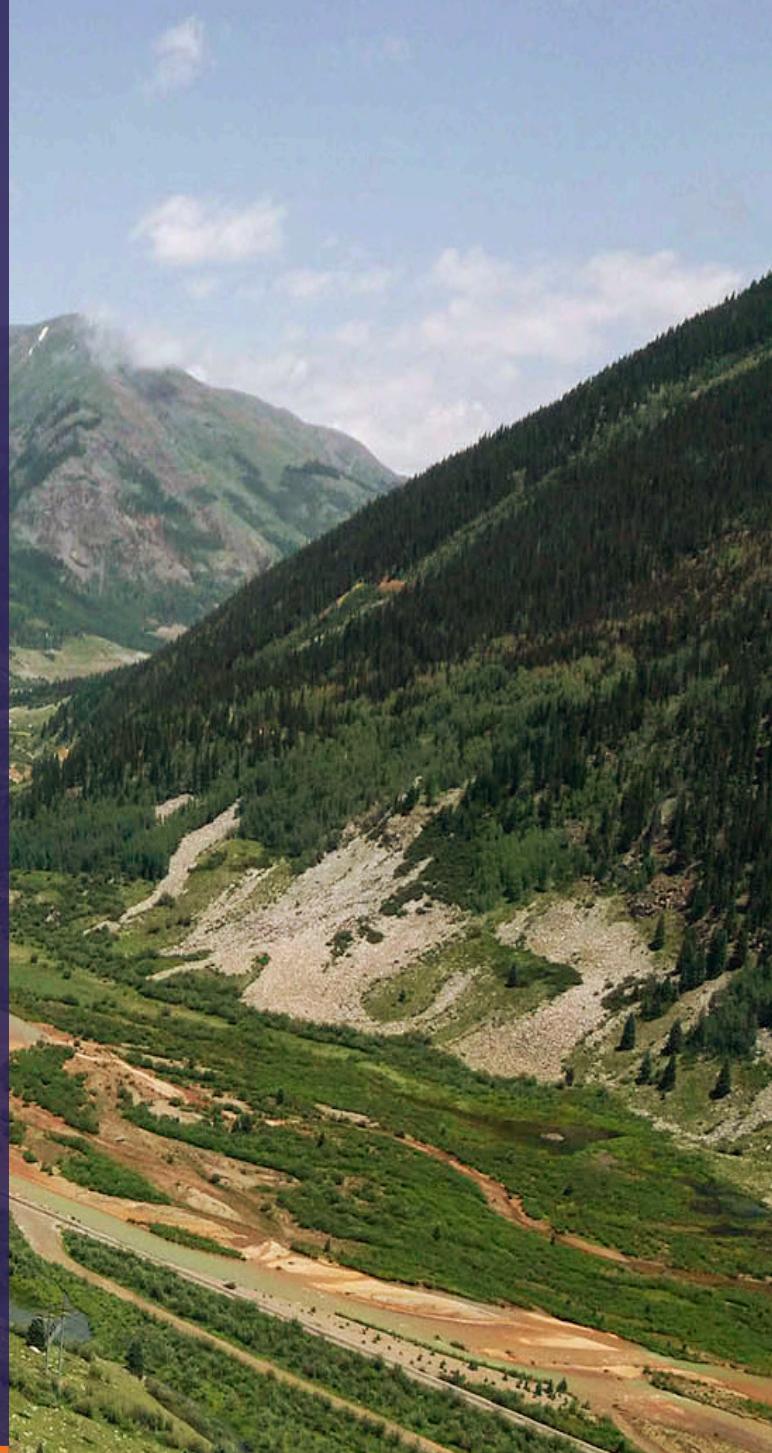
The [PD 14 Dashboard](#) tracks specific performance measures that reflect progress toward the three core goals: Fix Our Roads, Advancing Transportation Safety, and Sustainably Increase Transportation Choices. Each measure includes a defined target to benchmark progress and evaluate how effectively the state is meeting its long-term transportation objectives.

Fiscal Year 2025 Wildly Important Goals Dashboard

CDOT's Fiscal Year 2024-25 (FY25) Performance Plan identifies three Wildly Important Goals (WIGs): Advancing Transportation Safety, Clean Transportation, and Statewide Transit. These short-term, high-impact goals align the Governor's Key Priorities with CDOT's strategic objectives. An associated [performance dashboard](#) tracks progress toward each WIG by displaying specific targets and measuring improvements in safety, sustainability, and transit accessibility across the state. An updated version of this dashboard, featuring FY 2026 WIGs, is expected to be released in summer 2025.

The Future

As Colorado looks to the future, there is both an opportunity and a responsibility to build a transportation system that is more connected, resilient, and responsive to the people it serves. With communities experiencing demographic shifts—such as an aging population, growing diversity, and changes in household size—and with employment patterns evolving due to emerging industries, remote work, and population migration across the state, our transportation system must adapt to keep pace. Achieving this vision requires close collaboration across all levels of government, the private sector, and local communities. By aligning infrastructure investments, land use planning, and policy development, we can create a transportation network that not only moves people and goods efficiently, but also supports economic vitality, housing access, workforce mobility, and overall quality of life. The following initiatives reflect key areas of focus that will shape this future, each representing a foundational element in delivering a more inclusive, forward-looking transportation system for Colorado.





Vehicle Technology and Electrification

Colorado is experiencing significant growth in electric vehicle (EV) adoption across both private and commercial sectors. The state's [2023 Electric Vehicle Plan](#) outlines a vision to support nearly 940,000 EVs on Colorado roads by 2030, emphasizing the need for a comprehensive charging infrastructure to accommodate this growth. To meet this demand, Colorado has implemented several initiatives aimed at expanding charging infrastructure. The state has completed six EV fast-charging corridors, ensuring that more than 80 percent of Colorado highways are within 30 miles of a fast charger. Programs are in place to support the installation of charging stations in rural areas, thereby ensuring that all Coloradans, regardless of location or income, can benefit from EV technology.

The transition to electrification of Colorado's transit and freight sectors is also progressing rapidly. Significant investments will support this transition. The Clean Transit Enterprise, established within CDOT, funds public transit electrification planning, facility upgrades, and the purchase of EVs and charging infrastructure. In the freight sector, Colorado is exploring the electrification of medium- and heavy-duty vehicles. The state is also developing a strategic plan to support the deployment of electric charging infrastructure for these vehicles, recognizing their role in improving air quality.

Innovations in battery and charging technologies are poised to enhance EV adoption in Colorado. Wireless charging technology, which allows vehicles to charge without physical connectors, is being explored as a means to improve convenience and reduce infrastructure barriers. Furthermore, grid integration technologies, such as vehicle-to-grid systems, are being piloted to allow EVs to interact with the power grid. The vehicle-to-grid systems enable EVs to store and supply energy, thereby enhancing grid stability and providing additional value to EV owners.

Connectivity and Automation

Colorado is at the forefront of integrating Connected Vehicle (CV) technologies, encompassing Vehicle-to-Vehicle, Vehicle-to-Infrastructure, and Vehicle-to-Everything communications. CDOT has implemented physical infrastructure like roadside units and onboard units, interconnected through a fiber backbone. These components facilitate real-time data exchange, and enhance safety and traffic management by enabling vehicles to communicate with each other and with traffic systems. CDOT's collaboration with Yunex Traffic to deploy 150 RSU2X devices across more than 400 miles of interstate corridors exemplifies the state's commitment to expanding its CV infrastructure.

CDOT is also concurrently advancing autonomous and semi-autonomous vehicle initiatives through its Connected and Autonomous Technology program. This program aims to prepare Colorado's transportation system for higher levels of vehicle automation by developing strategies, policies, and infrastructure to support safe and efficient autonomous vehicle operations. Particularly in rural areas, autonomous vehicles hold promise for improving first-mile/last-mile connectivity, addressing mobility challenges where traditional transit services are limited. However, deploying autonomous vehicles in these regions requires overcoming obstacles such as varied road conditions and limited infrastructure.

To support these technological advancements, CDOT is investing in digital infrastructure that enables comprehensive data sharing and analytics. This data-driven approach allows for real-time traffic management, predictive maintenance, and enhanced safety measures. As Colorado continues to evolve its transportation landscape, these initiatives position the state as a leader in integrating connected and autonomous vehicle technologies to create a safer transportation system.





Emerging Mobility and Changing Demand

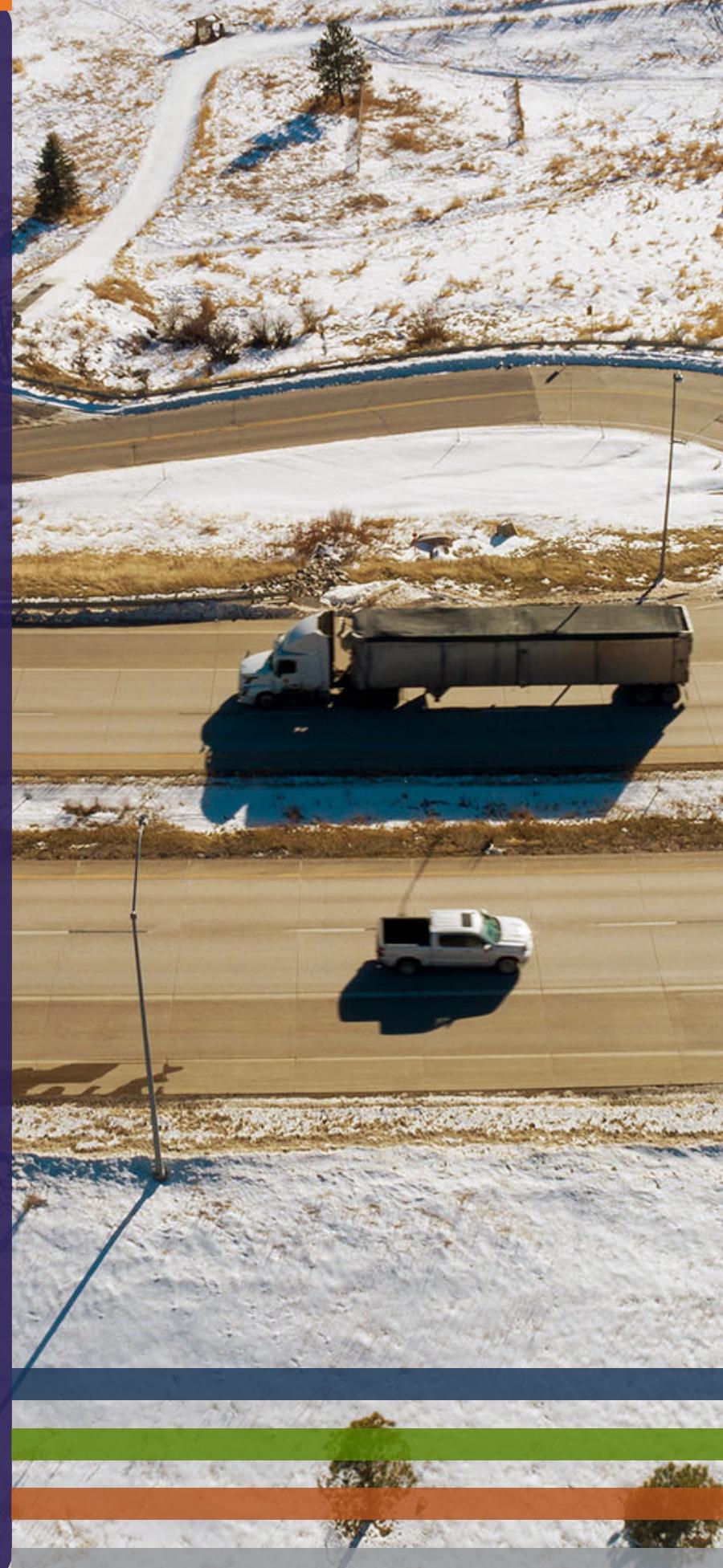
Colorado is increasingly embracing Mobility as a Service (MaaS) as a framework to create a seamless, user-centered transportation experience. MaaS platforms aim to integrate public transit, ride-hailing, micromobility, and other mobility options into a single digital interface, allowing users to plan, book, and pay for trips with ease. This shift encourages multimodal travel by prioritizing convenience, reducing dependence on personal vehicles, and streamlining access to various transportation providers. CDOT and regional partners are exploring strategies to support MaaS ecosystems, particularly in urbanized corridors, by fostering partnerships between public agencies and private operators. In doing so, Colorado is laying the foundation for a more adaptable, responsive transportation network that meets travel needs across communities.

At the same time, micromobility and shared on-demand services are reshaping how people move, particularly in cities. Bikes, e-bikes, scooters, and other expanded active transportation infrastructure (like protected bike lanes and shared-use paths) provide efficient options for short trips, reducing VMT and enhancing first- and last-mile connections to transit. Meanwhile, the rise of ride-hailing, autonomous shuttles, and delivery drones introduces both opportunities and challenges. These services can fill mobility gaps but also strain curb space and contribute to congestion without proper management. To respond, Colorado will need to adopt proactive curbside policies, integrate these modes into multimodal planning, and ensure that infrastructure supports both innovation and safety. As the state advances its long-term transportation, these evolving mobility tools will play a critical role in building a more connected transportation future.

Freight and Supply Chain Innovations

Colorado's freight strategy is shifting toward a more sustainable system through targeted infrastructure investment and technology adoption. CDOT will prioritize improvements to freight corridors with high congestion and crash rates, particularly in the Denver metro area, Eastern plains, and rural mountain passes, by addressing bottlenecks, upgrading pavement and bridge conditions, and expanding truck parking. Safety initiatives like "The Mountain Rules" and expanded chain-up stations will support both local and long-haul freight movement, while the use of performance-based criteria will guide investment decisions to ensure alignment with state goals.

In parallel, Colorado is preparing for the future of autonomous and connected freight. CDOT is supporting the deployment of technologies such as advanced driver-assistance systems and in-motion weigh stations, while laying the groundwork for CV infrastructure. Electrification will also play a key role, with zero-emission medium and heavy-duty vehicle sales to begin in the near future. Strategic buildout of charging infrastructure, guided by recent statewide studies, will ensure freight corridors are ready for electric fleets. In addition, CDOT plans to enhance multimodal freight connectivity, including upgrades to rail infrastructure, intermodal hubs, and air cargo facilities. These efforts will collectively modernize Colorado's freight network and support economic growth across both urban and rural regions.



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