

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
TRANSPORTATION
PRIORITIES

POWERED
BY YOU



VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - AUGUST 2025



Harmony Road Park-n-Ride Expansion.

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

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

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


– Shoshana Lew, CDOT Executive Director

BUILDING A 10-YEAR VISION



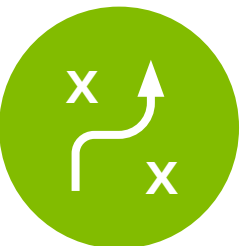
CDOT’s goals in drafting the 10 Year Plan were simple:

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

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



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



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



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



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



ACCOMPLISHMENTS TO DATE

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



Notable **SAFETY** improvements statewide such as:

I-25 South Gap

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

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

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

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

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

US 550-US 160 Connection South

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



US 550-US 160 Gulch A Bridge.

ACCOMPLISHMENTS TO DATE (CONTINUED)



Notable **RESILIENCY** improvements including:

I-70 Peak Period Shoulder Lanes

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

Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance (EJMT)

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



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

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



Notable **MULTIMODAL** improvements:

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

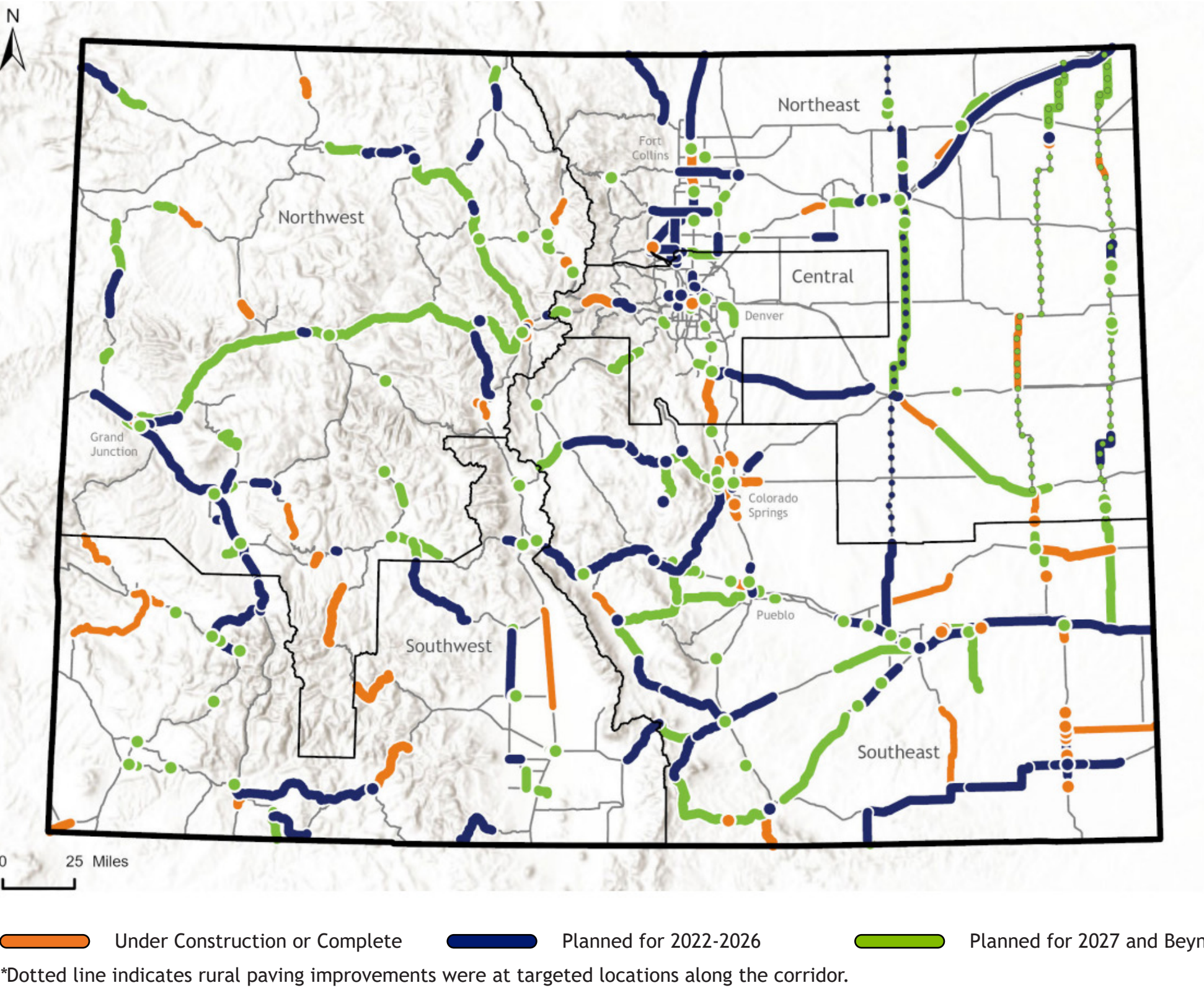
Keep up to date with our progress by viewing our [accountability dashboard](#) on the CDOT website!



New westbound express lanes on I-70 mountain corridor.

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

10-YEAR PLAN PROJECTS FUNDED TO DATE



Resiliency during COVID-19

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



US 287 road surface project in Lamar, CO.

WHAT'S NEW: FOUR-YEAR PRIORITY LIST



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

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

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

New State Strategic Funding

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

SB 260 also establishes new greenhouse gas requirements for the 10-Year Plan.

New Federal Strategic Funding

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

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

Incremental formula funding from the IIJA, plus state legislative funding, means that CDOT is anticipating to have **\$1.68 billion** in strategic funding to spend on 10-Year Plan projects over the next five years.

WHAT'S NEW:

GHG TRANSPORTATION PLANNING STANDARD

On December 16, 2021, the Transportation Commission voted to approve CDOT's new Greenhouse Gas (GHG) Pollution Reduction Planning Standard to reduce GHG emissions from the transportation sector, improve air quality and reduce smog, and provide more travel options.

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

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

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



Regionally Significant Projects

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

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

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

WHAT'S NEW:

BUILDING A STATEWIDE TRANSIT NETWORK

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

GROWING BUSTANG

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

Within the 10-Year Plan, CDOT has committed nearly \$120 million in Bustang investments with mobility hubs and bus purchases. Additionally, \$30 million in new funding from the state legislature will fund a 3-year pilot program to provide hourly Bustang service along I-70 and I-25 in an attempt to attract additional travelers into a transit option on our busiest interstate corridors.

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

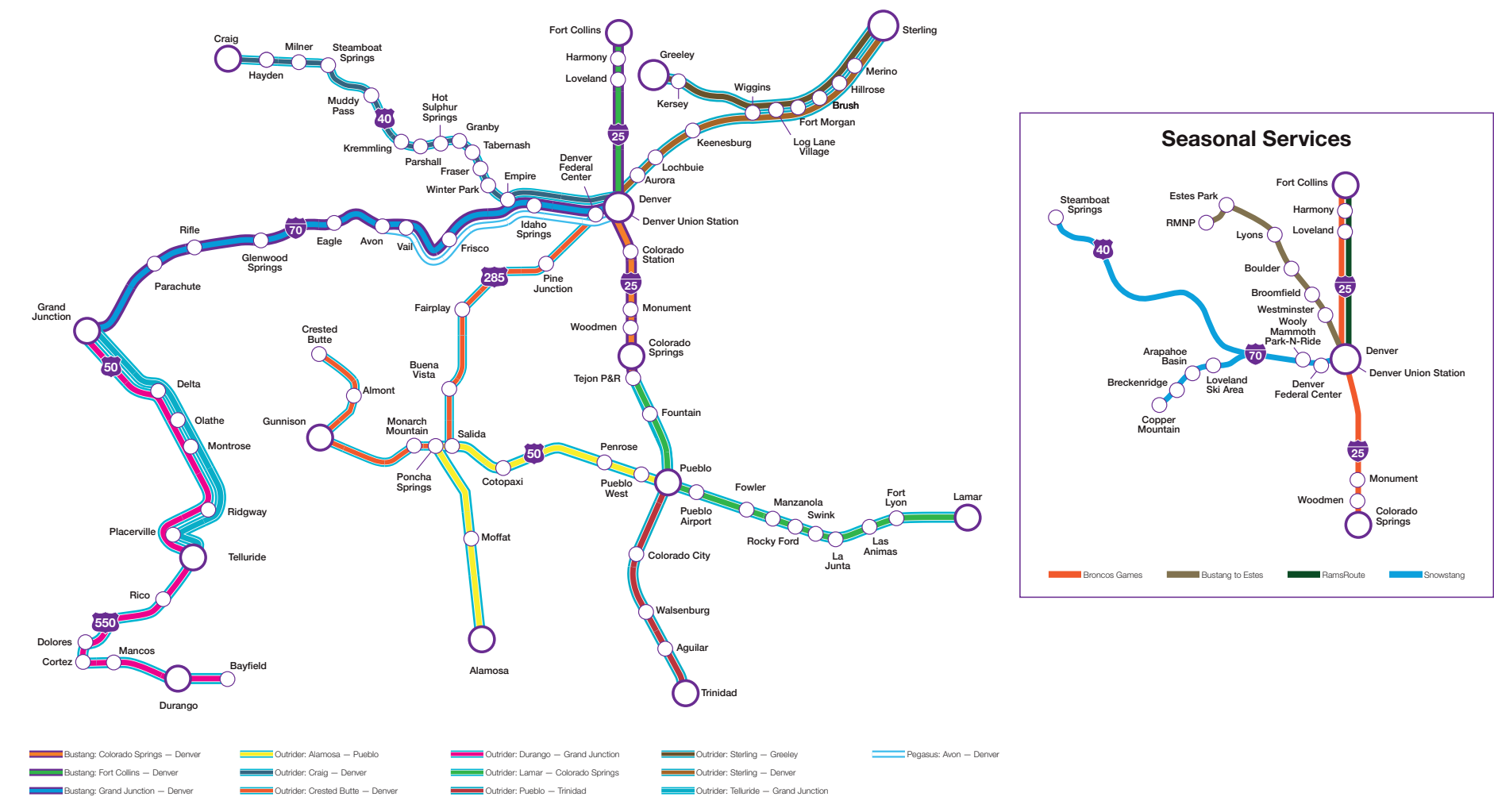
During this pilot, the frequency of Bustang services along I-70 will triple--increasing from four to twelve round trip routes between Grand Junction and Denver daily. Service along I-25 will double from six to twelve round trip routes between Fort Collins, Denver, and Colorado Springs daily.

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



WHAT'S NEW:
BUILDING A STATEWIDE TRANSIT NETWORK

BUSTANG AND BUSTANG OUTRIDER MAP



WHAT REMAINS THE SAME



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

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



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

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



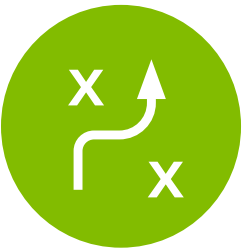
FIX IT FIRST - Over half of the funding in the 10-Year Plan is put toward “asset management” projects, or repairs and replacement of pavement, bridges, tunnels, rockfall and buildings.

Repairs planned for I-76 and I-70 in Northeastern Colorado

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

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

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



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

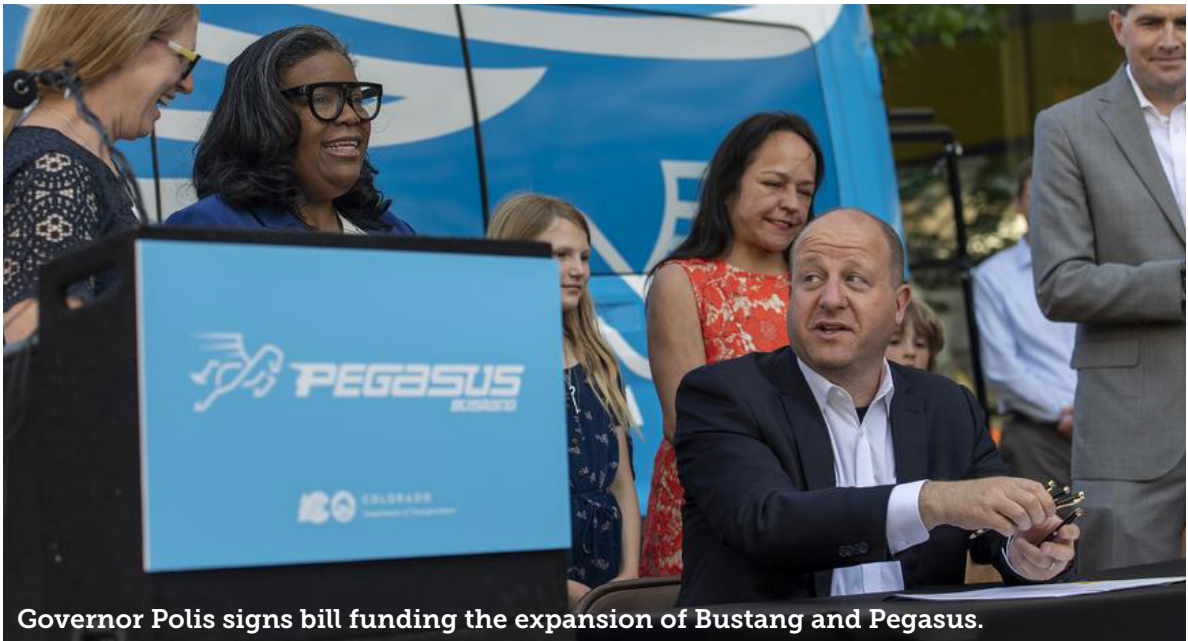
It is estimated that CDOT will receive \$98 million in formula funding over the next five years, and we plan to allocate funding toward resilience-focused projects identified in our 10-Year Plan. Many projects in the 10-Year Plan will address known risks and advance resiliency for Colorado’s transportation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



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

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

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



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

Inflation & Updated Project Costs

Inflation is rising and economic patterns are uncertain.

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

This means that, when necessary, project scopes for 10-Year Plan projects will be developed and adjusted to budgets where possible.

FOLLOW THE PROGRESS



CDOT is committed to maintaining transparency and accountability structures that let the public see the progress made on delivering the 10-Year Plan and how dollars are being spent.

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

For a quick and easy way to keep up with 10-Year Plan project status at a glance, the 10-Year Plan project tables include a new project status column that indicates if a project is completed, currently under construction / in progress, or planned for construction in the next year.



CDOT’s 10-Year Plan represents projects proposed for strategic state and federal legislative funding. The list below defines the nine column titles of the table:

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

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

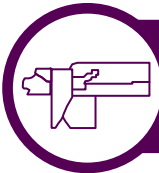
TC Approved Strategic Funding (23-26): This shows the projects funded for the next four years of the 10-Year Plan, in fiscal years 2023-2026.

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

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

***Total Est. Project Cost As of 7/31:** This is a planning-level estimate of how much a project will cost in total. *Total cost can include approved, other, planned and yet to be approved funding streams

NOTE: All numbers greater than \$1,000,000 are represented in millions of dollars. Any number under \$1,000,000 is represented in thousands. Further project information is available upon request. Please contact aaron.willis@state.co.us for more information.



Central Projects Highway & Transit Projects in Region 1

Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 South Gap	H	0001	\$276.0M		✓		\$411.6M
I-25	Burnham Yard Acquisition	T	2779	\$15.0M				\$15.0M
I-70	I-70 Peak Period Shoulder Lanes	H	0005	\$87.7M		✓		\$113.7M
I-70	I-70/Harlan Bridge Replacement	H	0086	\$24.2M		✓		\$27.9M
I-70	I-70 Corridor-West Metro Bridges	H	0087	\$27.2M		✓	\$6.3M	\$67.0M
I-70	I-70 Escape Ramp Improvements	H	2593	\$14.5M		✓		\$21.4M
I-70	I-70 Bustang Pegasus Park-n-Rides	T	2753	\$4.0M	\$3.0M		\$5.0M	\$12.0M
Non-Corridor	Bustang Fleet Purchases	T	2718	\$4.4M				\$4.4M

Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	Lone Tree Mobility Hub	T	2744	\$10.0M	\$6.7M	✓		\$24.5M
I-25	I-25 and CO 7 Interchange Mobility Hub	H, T	2694	\$14.0M	\$3.5M	✓		\$25.0M
I-70	I-70 West: Floyd Hill	H	0004	\$191.8M	\$158.2M	✓	\$30.0M	\$700.0M
I-70	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance	H	2583	\$53.0M		✓		\$161.5M
US 6	Vasquez Boulevard Improvements and Advancing Transportation Safety	H	2585 2784		\$18.6M	✓		\$35.6M
Non-Corridor	Safer Main Streets Program	H, T	0006	\$67.3M		✓		\$75.0M
Non-Corridor	Noise Wall Maintenance	H	2594	\$29.7M		✓		\$36.6M
Non-Corridor	Regionwide Signal and Ramp Meter Upgrades	H	2592	\$8.3M		✓	\$10.7M	TBD

Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	H	2575	\$3.5M	\$1.5M	✓		\$75.0M
I-25	I-25 North between 84th Avenue and 104th Avenue	H, T	2584	\$4.0M	\$16.0M	✓	\$90.0M	TBD
I-70	I-70 and Kipling Street Interchange	H	2580	\$2.5M		✓	\$12.5M	\$70.0M
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	H	0002	\$30.0M	\$144.5M	✓	\$25.5M	\$600.0M
US 6	US 6 and Wadsworth Boulevard Interchange	H	2578	\$41.0M	\$20.0M	✓		\$135.0M
US 85	US 85 Corridor Improvements between Sedalia and Meadows Parkway in Castle Rock	H	2587	\$500K		✓	\$37.0M	\$58.0M
US 285	US 285 Corridor Improvements near Pine Junction	H	2581	\$1.0M		✓	\$60.0M	TBD
CO 7	CO 7 Priority Intersection Improvements	H	2586			✓	\$20.0M	\$30.0M
Non-Corridor	Regionwide Bottleneck Reduction	H	2590	\$2.5M		✓	\$25.0M	TBD
Non-Corridor	Regionwide Trail Grade Separations and Crossings Improvements	H	2595	\$4.3M			\$10.0M	\$14.3M
Non-Corridor	Regionwide Arterial BRT and Transit Improvements	H, T	2638	\$3.0M	\$67.5M	✓	\$95.0M	\$480.0M
Non-Corridor	Vision Zero Priority Improvements	H	2691		\$15.0M	✓		\$25.0M

Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 Central Non-Capacity Safety and Operational Improvements	H, T	2576			✓	\$35.0M	TBD
I-25	I-25 at Belleview Avenue Interchange - Phase 1	H	2588			✓	\$22.0M	\$110.0M
I-25	Castle Rock Mobility Hub	T	2714	\$10.5M	\$0.8M	✓		\$16.7M
I-70	I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	H	2582	\$2.5M		✓	\$10.0M	\$32.0M
I-70	Idaho Springs Mobility Hub	T	2716	\$6.3M		✓		\$13.2M
CO 30	CO 30 Improvements between Quincy Road and Airport Road	H	2589			✓	\$25.0M	TBD
C-470	C-470: US 285 to Morrison Road Interchange Reconstruction	H	2579				\$56.0M	\$56.0M
Non-Corridor	Regionwide Bridge Rehabilitation and Maintenance	H	2697			✓	\$20.0M	\$500.0M
Non-Corridor	Bustang Heavy Maintenance Facility	T	2715	\$1.0M	\$50K	✓	\$5.0M	\$17.0M





Southeast Projects

Highway & Transit Projects in Region 2

Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 Raton Pass Safety and Interchange Improvements - Exit 11 Improvements	H	0013.1	\$15.7M		✓		\$17.9M
I-25	I-25 Colorado Springs Ramp Metering - Phase 2	H	0017	\$5.9M				\$5.9M
I-25	I-25 at Exit 104 - Dillon Drive Improvements	H	2565	\$5.1M	\$3.0M	✓		\$14.2M
I-25	Bijou Street Storage and Maintenance Facility	T	2722	\$2.8M				\$2.8M
I-25	Southwest Chief Thru-Car Study - CRISI Grant Match	T	2734	\$50K		✓		\$450K
US 50	US 50 and Purcell Drive Interchange	H	0009	\$38.9M		✓		\$50.1M
US 50	US 50 Texas Creek East	RP	0022	\$8.4M				\$8.4M
US 160	US 160 between Springfield and CO 100 and CO 100 from MP 0 to MP 0.42	RP	0030	\$6.8M				\$6.8M
US 160	US 160 between North La Veta Pass and Junction CO 12	RP	2621	\$10.5M		✓		\$10.5M
US 160	US 160 between Pritchett and Kim	RP	2626		\$14.0M			\$13.0M
US 287	US 287 Lamar Downtown PCCP - Phase 1 (Under Construction) & Phase 2	H	0010	\$12.9M		✓		\$27.0M
US 287	US 287 Bridge Preventative Maintenance - Phases 1 and 2	H	0007	\$2.9M				\$2.9M
US 287	Prowers County Bus Barn Office Extension	T	2485	\$111K				\$111K
CO 21	CO 21 and Research Parkway Interchange	H	0011	\$11.0M		✓		\$37.5M
CO 67	CO 67 from CO 96 to Florence	RP	0027	\$6.1M				\$6.1M
CO 69	CO 69 between Westcliffe and Fremont County Line	RP	0026	\$6.9M				\$6.9M
CO 96	CO 96 East of Ordway to Arlington	RP	0024	\$175K		✓		\$10.0M
CO 96	CO 96 near Eads to Sheridan Lake	RP	0025	\$16.5M				\$16.5M
CO 109	CO 109 La Junta Bridge Repair over US 50B	H	0012	\$2.6M		✓		\$6.6M
CO 109	CO 109 between US 160 and Otero County Line	RP	0029	\$5.1M		✓		\$13.1M
CO 115	CO 115 Safety and Paving Improvements	H	0018	\$43.6M		✓		\$57.5M
CO 116	CO 116 between US 287 and Kansas Border	RP	0023	\$11.5M				\$11.5M
CO 194A	CO 194A Surface Treatment and Drainage Improvements	RP	0028	\$7.5M				\$7.5M
Non-Corridor	Bridge Preventative Maintenance - CO 12 and CO 194	H	0019	\$1.8M				\$1.8M
Non-Corridor	Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs	H	0020	\$5.0M				\$5.0M
Non-Corridor	Bustang Fleet Purchases for Region 2	T	2755			✓		\$5.8M

Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 and CO 94 Safety and Mobility Improvements (MAMSIP)	H	0015	\$39.5M		✓		\$155.6M
I-25	I-25 Paving and Mobility - Fillmore to Garden of the Gods	H	0016	\$43.0M	\$5.3M	✓		\$68.7M
I-25	I-25 through Pueblo New Freeway; Advancing Transportation Safety	H	0014 2780	\$79.6M	\$19.2M	✓		\$169.3M
US 24	US 24 Hartsel to East of Wilkerson Pass, US 24 East of Wilkerson Pass to Lake George, US 24 between Lake George and Divide (MP 245.9 - 275.1)	RP	2611		\$16.3M			\$16.3M
US 50	Southwest Chief Track Improvements - RAISE Grant Match	T	2735	\$1.0M		✓		\$27.3M
US 285	US 285/CO 9 Intersection Improvement with Bridge Widening	H	0008	\$15.4M		✓		\$34.0M
US 285	US 285 South of Bailey to Park/ Jefferson County Line	RP	2609		\$6.9M	✓		\$16.8M
CO 21	CO 21 and Airport Road DDI Interchange Construction	H	2547	\$4.0M	\$54.0M	✓		\$67.6M
CO 67	CO 67 North of Woodland Park	H	2761	\$12K	\$10.2M	✓		\$10.8M
CO 71	CO 71 Passing Lanes	H	1633		\$3.5M			\$3.5M

Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25C and US 160 Intersection Improvements	H	1502		\$1.9M	✓		\$2.6M
I-25	Outrider Improvements at Colorado City Corners, Walsenburg, and Aguilar	T	2497	\$200K				\$200K
I-25	Woodmen Road Mobility Hub	T	2720	\$6.0M				\$6.0M
I-25	Monument Park-n-Ride	T	2721	\$500K				\$500K
I-25	I-25C North to I-25	H	2757		\$8.1M	✓		\$11.7M
I-25	Implement Recommendations from Trinidad Traffic Study	H	2758		\$5.0M			\$5.0M
I-25	Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/ Lake	H	2759			✓	\$13.2M	\$48.7M
I-25	I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25 and North Pueblo Mobility Hub	H, T	2562 2723	\$6.0M	\$2.0M	✓	\$9.0M	\$30.0M
US 24	US 24 East Widening	H	2548	\$1.4M	\$24.7M	✓	\$56.3M	\$85.1M
US 24	US 24 West over Ridge Road (Overpass)	H	2549		\$0	✓	\$2.0M	\$33.4M
US 50	La Junta Multimodal Transit Center	T	1285			✓	\$4.0M	\$4.5M
US 50	Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, & Fowler	T	2495	\$600K				\$600K
US 50	Outrider Improvements at Cañon City and Cotopaxi	T	2496	\$160K				\$160K
US 50	Business US 50 Drainage Improvements at 36th Lane	H	2563			✓	\$5.5M	\$7.5M
US 50	Outrider Improvements at Pueblo West	T	2726	\$80K				\$80K
US 50	US 50 Safety Improvements west of Canon City	H	2760		\$8.5M	✓		\$37.0M
US 350	CO 350 between La Junta and Delhi	RP	2627		\$10.0M	✓		\$10.1M
CO 10	CO 10 Walsenburg East	RP	2618		\$15.9M	✓		\$16.2M
CO 12	CO 12 PEL Implementation - Shoulder Widening (Southern Mountain Loop Trail)	H	1039	\$7.5M			\$6.0M	\$7.5M
CO 12	CO 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad	H	1493			✓	\$1.0M	\$3.2M
CO 67	CO 67 Passing Lanes	H	1010			✓	\$10.5M	\$10.7M



Southeast Projects (continued)

Highway & Transit Projects in Region 2

Design Projects (continued)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
CO 67	Cripple Creek Administration and Operations Facility	T	1075	\$150K	\$2.1M	✓		\$2.2M
CO 96	CO 96 and SH 71 Intersection Improvements	H	1625	\$0.8M		✓	\$800K	\$2.6M
CO 115	CO 115 Shoulders and Safety Improvements; CO 115 between Canon City and US 50	H	1080 2608		\$3.5M	✓	\$15.0M	\$19.5M
Non-Corridor	Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Wood-land Park)	T	1004		\$390K			\$390K
Non-Corridor	Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	T	1038		\$1.4M			\$1.4M

Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 Raton Pass Safety and Interchange Improvements	H	13.2	\$3.0M				\$3.0M
I-25	South Central Storage and Maintenance Facility	T	1270	\$2.6M		✓		\$3.3M
I-25	I-25 Business Route through Walsenburg	RP	2616				\$2.8M	\$2.8M
I-25	Bustang Fountain Mobility Hub	T	2703		\$8.2M			\$8.2M
I-25	Pueblo Administrative and Maintenance Facility	T	2724	\$2.2M		✓		\$20.0M
I-25	Outrider Improvements at Tejon Park-n-Ride	T	2725	\$80K				\$80K
US 24	New Regional Fixed-Route Transit Service in Teller County	T	1068		\$600K			\$600K
US 24	US 24 Shoulder Widening	H	1642			✓	\$10.0M	\$10.4M
US 24	US 24 between Trout Creek Pass and Hartsel	RP	2610			✓	\$3.0M	\$8.5M
US 50	New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services	T	1049		\$500K			\$500K
US 50	Expanded Golden Shuttle Fixed-Route Service in Fremont County	T	1070				\$1.3M	\$1.3M
US 50	Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City	T	1071				\$760K	\$760K
US 50	La Junta to Fowler Fixed-Route Service	T	1287				\$600K	\$600K
US 50	City of La Junta Bus Barn Rehabilitation	T	1288		\$200K			\$200K
US 50	Expand Deviated Fixed-Route Services in La Junta	T	1289				\$400K	\$400K
US 50	US 50 Passing Lanes between Fowler and Kansas State Line	H	1614		\$15.0M	✓		\$66.1M
US 50	Realign US 50 as a Part of US 287 Reliever Route Project	H	1617				\$34.2M	\$34.2M
US 50	US 50 between Penrose and the Fremont/Pueblo County Line	RP	2607				\$9.1M	\$9.1M
US 160	Kim Transit Garage	T	1044		\$500K			\$500K
US 160	Expanded Regional Transit Service for Branson, Kim, and Baca County	T	1045		\$600K			\$600K
US 160	Baca County Bus Facility	T	1048		\$400K			\$400K
US 160	US 160 Freight and Safety Improvements	H	1508				\$13.2M	\$13.2M
US 160	US 160 Curve Alignment	H	1628				\$1.0M	\$1.0M
US 160	US 160 Walsenburg West	RP	2617				\$1.9M	\$1.9M
US 160	US 160 between I-25 Business Route (Walsenburg) and I-25	RP	2622				\$640K	\$640K
US 285	Fairplay Mobility Hub	T	1084	\$4.0M				\$4.0M
US 287	Kiowa County Bus Storage Facility	T	1281	\$350K				\$350K
US 350	US 350 Shoulder Widening and Safety Improvements	H	1511				\$5.5M	\$5.5M
US 385	Passing Lanes on US 385	H	1631				\$5.0M	\$5.0M
US 385	US 385 North of Sheridan Lake to Kiowa/Cheyenne County Line	RP	2628				\$5.0M	\$5.0M
US 385	US 385 between Granada and Junction CO 96	RP	2629				\$13.2M	\$13.2M
CO 10	CO 10 Shoulder Widening	H	1626				\$10.0M	\$10.0M
CO 10	CO 10 Otero/Pueblo County Line East	RP	2624				\$1.6M	\$1.6M
CO 12	Expanded Regional Transit Service between Trinidad and CO 12 Communities	T	1267				\$2.0M	\$2.0M
CO 12	CO 12 Junction US 160 South	RP	2619				\$2.8M	\$2.8M
CO 12	CO 12 East of Valdez to Trinidad	RP	2620				\$6.3M	\$6.3M
CO 47	CO 47 Four-Lane Extension to US 50	H	2561				\$8.0M	\$8.0M
CO 67	CO 67 between Florence and US 50	RP	2614				\$2.0M	\$2.0M
CO 69	CO 69 Shoulder and Safety Improvements	H	2567				\$10.0M	\$10.0M
CO 69	Westcliffe Vehicle Housing	T	1079		\$460K			\$460K
CO 96	Expand Crowley County Transit Service in Crowley County and Sugar City	T	1294				\$400K	\$400K
CO 96	CO 96 Shoulder Widening	H	1665				\$10.5M	\$10.5M
CO 96	CO 96 West of Pueblo	H	2559				\$11.5M	\$11.5M
CO 101	CO 101 between Las Animas and Toonerville	RP	2625				\$9.8M	\$9.8M
CO 115	New Interregional Transit Service between Cañon City-Florence-Colorado Springs	T	1081		\$840K			\$840K
CO 120	CO 120 East of Florence to US 50	RP	2615				\$2.9M	\$2.9M
CO 389	CO 389 between CO/NM State Line and Junction US 160	RP	2623				\$5.3M	\$5.3M
Non-Corridor	Expanded Regional Transit Service in Kiowa County	T	1047		\$400K			\$400K
Non-Corridor	Mobility Management and Expansion of Upper Arkansas Area Council of Govern-ments (UAACOG)	T	1635		\$100K			\$100K
Non-Corridor	High-Capacity Corridor Improvements in El Paso County	T	2552		\$850K			\$850K
Non-Corridor	Mountain Metropolitan Transit Fixed-Route Service Expansion - Stage 1	T	2556			✓	\$4.8M	\$7.8M
Non-Corridor	Pueblo Transit Fixed-Route Bus/Vehicle Replacements	T	2566		\$3.9M		\$3.3M	\$7.2M
Non-Corridor	Colorado Springs Transit Center	T	2719	\$8.0M		✓		\$20.0M
Non-Corridor	Fort Carson Circulators/Service to PPCC	T	2762		\$1.1M	✓		\$1.5M
Non-Corridor	Academy Boulevard/Hancock Expressway Transfer Center	T	2763				\$3.0M	\$3.0M

* Total cost can include approved, other, planned and yet to be approved funding streams

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



Northwest Projects

Highway & Transit Projects in Region 3

Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-70	I-70 Auxiliary Lane Frisco East to Silverthorne	H	0043	\$24.7M		✓		\$34.4M
I-70	Summit County Transit Operations Center (Design & Engineering)	T	1165	\$425K				\$425K
US 34	US 34 Grand Lake	RP	0047	\$9.0M				\$9.0M
US 40	Winter Park Transit Maintenance Facility - Phases 1 and 2	T	1244	\$2.8M				\$2.8M
US 40	US 40 Passing Lanes West of Kremmling	H	1710		\$8.8M	✓		\$11.5M
US 50	US 50 Windy Point/Blue Creek Canyon	H	0033	\$18.5M		✓		\$22.0M
US 50	US 50 Passing Lanes Blue Mesa	H	0034	\$7.6M		✓		\$10.6M
US 50	US 50 Grand Junction to Delta Repairs	H	0035	\$460K		✓		\$17.9M
CO 9	CO 9 between Iron Springs and Main Street (Frisco)	H	0036	\$15.1M		✓		\$18.9M
CO 9	Frisco Transit Center - Phase 2	T	1191	\$3.4M				\$3.4M
CO 13	CO 13 Garfield County Rio Blanco Hill	H	0037	\$31.5M		✓		\$34.8M
CO 13	CO 13 Rio Blanco + CO 13 Wyoming South	H	0088 0089 0038	\$59.7M		✓		\$61.5M
CO 14	CO 14 Grizzly Ranch North	RP	0052 0055		\$6.6M	✓		\$6.6M
CO 64	CO 64 Meeker West	RP	0046	\$5.6M				\$5.6M
CO 82	RFTA Aspen Maintenance Facility Improvement - Phase 9	T	1217	\$1.0M				\$1.0M
CO 92	CO 92 between Hotchkiss and Crawford	RP	0044	\$4.8M		✓		\$9.3M
CO 92	CO 92 Crawford East	RP	0045	\$6.6M				\$6.6M
CO 114	CO 114 Parlin West;CO 114 US 50 East	RP	0056 0084	\$4.2M		✓		\$4.8M
CO 135	Gunnison Valley RTA Storage Facility	T	1110	\$2.2M				\$2.2M
CO 139	CO 139 Douglas Pass North	RP	0053 0054	\$9.7M		✓		\$10.2M
CO 149	CO 149 Lake City North; CO 149 North of Creed	RP	0081 0051	\$11.9M				\$11.9M
CO 300	CO 300 Leadville West + US24 Leadville South	RP	0049 0050	\$5.3M		✓		\$9.2M
CO 318	CO 318 Browns Park East from St Line	RP	0048	\$7.1M				\$7.1M

Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-70	I-70 Interchange Improvements in Garfield County	H	1171		\$10.7M	✓	\$4.3M	\$17.5M
I-70	I-70 West: Vail Pass Safety Improvements - Phase 1	H	0042 1161	\$33.5M	\$50.0M	✓		\$458.1M
I-70	I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street	H	2568 0041	\$24.1M	\$31.1M	✓		\$56.0M
US 6	US 6 Fruita to Palisade Safety Improvements	H	0031 2571	\$36.4M	\$13.0M	✓		\$60.3M
US 40	US 40 and Downhill Drive Intersection Improvements	H	1729		\$8.5M	✓		\$9.8M
US 50	US 50 South of Delta	RP	2654				\$5.2M	\$5.2M
US 50	US 50 South of Olathe	RP	2657				\$4.1M	\$4.1M
US 50	US 50 Olathe Business Loop	RP	2663		\$1.2M	✓		\$24.7M
US 550	US 550 Montrose to Ouray County Line Safety Improvements	H	0032	\$13.0M		✓		\$27.5M
CO 65	CO 65 between CO 92 and Orchard City	RP	2645	\$2.4M	\$6.3M			\$8.6M
CO 82	RFTA Glenwood Maintenance Facility - Phases 3 and 7	T	1210	\$3.0M		✓		\$46.1M
CO 92	CO 92 Safety Improvements West of Hotchkiss and Rogers Mesa to Hotchkiss	H	0039 1107	\$7.0M	\$25.1M	✓	\$14.9M	\$47.3M
CO 317	CO 317 East of Hamilton	RP	2776		\$8.1M	✓		\$20.7M
Non-Corridor	Advancing Transportation Safety (West Vail Pass Auxiliary Lanes)	H	2781		\$3.8M			\$3.8M

Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-70	I-70 Glenwood Canyon Critical Asset Repair	H	1151				\$50.0M	\$50.0M
I-70	I-70 and CO 9 (Exit 203) Interchange Improvements	H	1157	\$18.0M	\$26.0M		\$19.0M	\$44.5M
I-70	North Avenue Transit Infrastructure Improvements	T	2727	\$1.5M		✓		\$5.7M
I-70	Grand Junction Mobility Hub	T	2747	\$4.1M		✓		TBD
US 24	US 24 North of Leadville	RP	2777		\$8.4M	✓		\$9.1M
US 24	US 24 Safety Improvements between Minturn and Leadville	H	1203				\$9.6M	\$9.6M
US 40	US 40 Capacity Improvements around Fraser	H	1259			✓	\$25.0M	\$27.0M
US 40	US 40/US 34 Intersection Improvement	H	1697				\$5.0M	\$5.0M
US 40	US 40 Passing Lanes between Craig and Steamboat Springs	H	1712			✓	\$55.0M	\$57.2M
US 40	US 40 Red Dirt Hill Safety Improvements	H	2765		\$7.0M	✓	\$20.0M	\$40.0M
US 40	US 40 East of Hayden - Phase 1	RP	2643 2646		\$9.0M		\$1.0M	\$10.0M
US 50	US 50/US 550 Intersection Improvements	H	40	\$1.6M	\$1.9M	✓		\$4.0M
US 50	Montrose Multimodal Transit Center (All Points Transit)	T	1096	\$3.2M				\$3.2M
CO 348	CO 348 West of Olathe	RP	2664 2665		\$10.0M	✓		\$13.4M
Non-Corridor	Grand Valley Transit Maintenance Facility	T	2668		\$1.5M		\$540K	\$2.0M

* Total cost can include approved, other, planned and yet to be approved funding streams

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





Northwest Projects (continued)

Highway & Transit Projects in Region 3

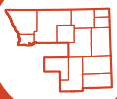
Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-70	I-70 West: Dowd Canyon Safety and Capacity Improvements	H	1952				\$14.0M	\$14.0M
I-70	I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction	H	2569				\$5.0M	\$5.0M
I-70	I-70 Business Corridor Improvements between Main Street and 32 Road	H	2570				\$14.0M	\$14.0M
US 40	Steamboat Springs Transit Fleet Expansion	T	1245		\$2.4M			\$2.4M
US 40	Redesign and Construct the Steamboat Springs Transportation Center - Phase 1	T	1246		\$2.3M			\$2.3M
US 40	Steamboat Springs Bus Rapid Transit Planning Study	T	1254		\$250K			\$250K
US 40	US 40 Shoulder Improvements West of Kremmling	H	1258			✓	\$21.0M	\$21.6M
US 40	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	T	2494	\$300K				\$300K
US 40	US 40 West of Tabernash	RP	2653				\$7.2M	\$7.2M
US 40	Outrider Improvements at Winter Park and Tabernash	T	2749	\$160K				\$160K
US 40	Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig	T	2748	\$320K				\$320K
US 50	US 50 Asset Management North of Montrose	H	1462				\$15.0M	\$15.0M
US 50	US 50 Safety East of Gunnison	H	1469				\$15.0M	\$15.0M
US 50	Western Slope Maintenance Facility	T	2340		\$2.7M			\$2.7M
US 50	Outrider Improvements at Montrose, Delta, and Gunnison	T	2454	\$250K				\$250K
CO 9	CO 9 South of Green Mountain Reservoir	RP	2644				\$7.7M	\$7.7M
CO 9	CO 9 Green Mountain Reservoir - Phase 1	RP	2647				\$7.2M	\$7.2M
CO 9	CO 9 Green Mountain Reservoir - Phase 2	RP	2650				\$5.8M	\$5.8M
CO 64	CO 64 East of Rangely	RP	2659				\$4.5M	\$4.5M
CO 65	CO 65 Grand Mesa	RP	2651				\$6.6M	\$6.6M
CO82	CO 82 near Glenwood Springs Safety and Transit	H,T	3318	\$4.5M		✓		TBD
CO 90	CO 90 West of Montrose	RP	2661 2662				\$3.6M	\$3.6M
CO 92	CO 92 between CO 65 and Austin	RP	2658				\$2.4M	\$2.4M
CO 125	CO 125 North of Walden	RP	2656				\$5.6M	\$5.6M
CO 125	CO 125 South of Cowdrey to SH 127	RP	2660				\$6.4M	\$6.4M
CO 135	CO 135 South of Crested Butte	RP	2648				\$6.8M	\$6.8M
CO 139	CO 139 between the Garfield/Rio Blanco County Line and Douglas Creek	RP	2652				\$6.8M	\$6.8M
CO 139	CO 139 between Douglas Creek and Rangely	RP	2655				\$7.1M	\$7.1M
CO 141	CO 141 (32 Road) Safety and Capacity Improvements	H	2573				\$15.0M	\$15.0M
CO 318	CO 318 to Maybell	RP	2649				\$6.7M	\$6.7M
CO 340	CO 340 Safety Improvements	H	2572				\$9.0M	\$9.0M
Non-Corridor	Regional Transit Service between Montrose and Telluride	T	1028	\$500K		✓		\$1.2M
Non-Corridor	Gunnison Transit Center	T	1102		\$1.0M			\$1.0M
Non-Corridor	Snowmass Transit Center	T	1231			✓		TBD
Non-Corridor	Shoulder Improvements in the Gunnison Valley Transportation Planning Region	H	1484				\$13.6M	\$13.6M
Non-Corridor	Shoulder Improvements in Mesa County	H	2574				\$1.5M	\$1.5M
Non-Corridor	Grand Valley Transit Bus Replacement	T	2666			✓		TBD
Non-Corridor	Grand Valley Transit System Enhancements	T	2667		\$2.5M			\$2.5M
Non-Corridor	Grand Valley Transit Compressed Natural Gas Storage and Production Facility	T	2669			✓		TBD
Non-Corridor	Mountain Express Transit Center	T	2766	\$500K	\$500K	✓		TBD
Non-Corridor	Gunnison to Montrose Outider Expansion (Rolling Stock)	T	2767	\$900K				\$900K
Non-Corridor	New Essential Bus Service between Grand Junction and Craig and between Craig and Frisco (Proposed Bustang Outrider Service)	T	1032 2125				\$400K	\$400K

* Total cost can include approved, other, planned and yet to be approved funding streams

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





Northeast Projects

Highway & Transit Projects in Region 4

Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	Harmony Road Park-n-Ride Expansion	T	2733	\$500K				\$500K
I-25	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402) and Berthoud Mobility Hub	H, T	0059 2729	\$236.2M		✓		\$288.2M
I-25	Firestone - Longmont Mobility Hub (Phase 1) and Phase 2	T	2730 2732 2750	\$25.1M	\$0.1M	✓		\$25.7M
I-25	I-25 North Express Lanes: Segment 7&8 (CO 402 to CO 14) + Centerra-Loveland Mobility Hub	H, T	2742 0058 2606	\$149.3M		✓		\$608.3M
I-70	I-70 Replacing Failing Pavement	RP	0090	\$58.6M		✓		\$59.0M
I-76	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9	RP	0069	\$46K		✓		\$6.1M
I-76	I-76 Sterling East: MP 124.7 to MP 128.2 / I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	RP, H	0072 2683	\$17.0M		✓		\$17.4M
US 6	Merino to Atwood from MP 391 to MP 398	RP	0064	\$4.3M		✓		\$4.3M
US 36	US 36/Community Drive Roundabout	H	2770		\$550K	✓		\$2.3M
US 85	US 85/WCR 44 (Peckham)	H	2785	\$18.7M		✓		\$86.4M
US 385	US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170	RP	0062	\$13.7M		✓		\$17.0M
US 385	US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35	RP	0063		\$286K	✓		\$8.2M
CO 52	CO 52 Prospect Valley from MP 42 to 54.6 & MP 40.75 to 40.77	RP	2754	\$527K		✓		\$10.6M
CO 59	CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14	RP	0060	\$17.4M				\$17.4M
CO 59	CO 59 Seibert to Cope Bridge Rehabilitation and Repair	H	2677	\$1.2M				\$1.2M
CO 61	CO 61 Sterling East MP 32.3 to 41.0	RP	2774		\$6.0M	✓		\$8.8M
CO 138	CO 138 Sterling North from MP 3 to MP 13.5	RP	0061	\$2.0M		✓		\$16.8M

Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 North Express Lanes: Segment 5 (CO 56 to CO 66)	H	2603		\$99.5M	✓	\$97.0M	\$365.0M
I-70	I-70 Corridor Improvements and Preservation (Bethune to Burlington Phase I)	H	2769	\$11.9M	\$35.7M	✓		\$61.9M
I-70	Rural Roads Bridge Package 1 Rehabilitation and Repair I-70 Bridges near Limon	H	2670	\$694K	\$3.8M	✓		\$7.8M
I-76	I-76 Corridor Improvements and Preservation	H	1022		\$26.5M	✓		\$30.6M
US 85	US 85 and US 34 Interchange	H	2695		\$6.0M	✓	\$19.1M	\$200.0M
CO 52	CO 52 Prospect Valley from MP 54.58 to MP 60.753	RP	67	\$5.1M		✓		\$16.8M
CO 59	CO 59 Safety Improvements	RP	2498		\$7.1M	✓	\$15.7M	\$50.0M
CO 63	CO 63 Akron North and South Resurfacing	RP	2775		\$13.5M			\$10.7M
CO 71	CO 71 South of CO 14	RP	2688		\$7.0M		\$17.1M	\$24.1M
CO 119	CO 119 Bus Rapid Transit, Safety and Mobility Improvements	H, T	0057 2601	\$40.0M	\$24.9M	✓		\$161.7M
Non-Corridor	Safer Main Streets Program - Phase 1	H, T	0006 2739	\$9.2M		✓		\$18.9M

Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	I-25 and CO 14 Interchange Improvements	H	2604		\$3.5M	✓	\$27.0M	\$60.0M
I-76	I-76 US 34 East, Slabs and Diamond Grind both directions from MP 66 to MP 73.9	RP	0070				\$11.5M	\$11.5M
I-76	I-76 Phase V Reconstruction from Fort Morgan to Brush	H	1428.1			✓	\$25.0M	\$90.0M
I-76	I-76 Phase IV Reconstruction from Fort Morgan to Brush: Multimodal Project Discretionary Grant (MPDG)	H	1428.2		\$17.0M	✓		\$65.0M
I-76	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	T	2490	\$320K				\$320K
I-76	Outrider Improvements at Sterling	T	2491	\$80K				\$80K
I-76	Advancing Transportation Safety / I-76 & CO 144 Interchange Safety Impacts	H	2782		\$9.0M	✓		\$10.5M
US 34	US 34 Transit Planning and Capital between Loveland and Greeley	T	2605		\$13.2M	✓		\$16.5M
US 34	Estes Park Transit Improvements & Electric Trolley Bus Barn	T	2530 2525 2526	\$1.4M		✓		\$2.0M
US 36	US 36/28th Street and CO 93/Broadway Intersection Improvements	H, T	2597		\$2.0M	✓	\$13.1M	\$16.2M
US 85	US 85 Corridor Improvements, Brighton to Fort Lupton	H	2600		\$6.1M			\$6.1M
US 287	US 287 Passing Lanes and Safety Improvements	RP	1456	\$8.0M	\$8.0M	✓	\$8.0M	\$50.0M
US 385	US 34 and US 385 in the City of Wray	RP	3319		\$14.7M	✓		\$16.3M
CO 1	CO 1 Safety Improvements	H	2771		\$4.0M			\$4.0M
CO 7	CO 7 Corridor Improvements	H, T	2596	\$11.6M	\$1.9M	✓		\$106.0M
CO 42	CO 42 Safety and Intersection Improvements	H	2598		\$6.8M	✓	\$7.2M	\$40.0M
CO 52	CO 52/CR 59 Roundabout and Safety Improvements	H	2772		\$7.6M	✓		\$12.0M
CO 86	CO 86 Corridor Improvements: CO 86 Town of Kiowa & CO 86 Town of Elizabeth	H	2413	\$0.5M	\$530K	✓	\$1.5M	\$2.7M
Non-Corridor	Northern Colorado Fleet Maintenance Facility	T	2737	\$3.0M		✓		\$17.0M

* Total cost can include approved, other, planned and yet to be approved funding streams

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



Northeast Projects (continued)

Highway & Transit Projects in Region 4

Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
I-25	North I-25 Transit Fleet Purchase	T	1802		\$1.5M		\$1.5M	\$3.0M
I-25	I-25 Bustang Fleet Expansion	T	2690				\$2.5M	\$2.5M
I-70	I-70 Arriba Rest Area	H	1572				\$2.0M	\$2.0M
I-76	I-76 New Local Fixed-Route Transit Service in Fort Morgan	T	1426		\$1.6M			\$1.6M
I-76	I-76 Atwood Bridge Rehabilitation and Repair	H	2671				\$270K	\$270K
US 40	US 40 Wild Horse Bridge Rehabilitation and Repair	H	2672				\$820K	\$820K
US 85	US 85 Frontage Road Improvements	H	1443				\$10.0M	\$10.0M
US 287	US 287 Corridor Improvements: US 36 to CO 66	H, T	2602		\$2.9M	✓	\$27.0M	\$205.0M
US 385	US 385 Corridor Study Improvements	RP	2416			✓	\$35.3M	\$200.0M
US 385	US 385 Burlington Bridge Rehabilitation and Repair	H	2678				\$170K	\$170K
US 385	US 385 Idalia North Bridge Rehabilitation and Repair	H	2679				\$10K	\$10K
US 385	US 385 between Sand Creek and County Road 29	RP	2685		\$0			\$0
US 385	US 385 South of Cheyenne Wells	RP	2686				\$12.3M	\$12.3M
US 385	US 385 South of Julesburg	RP	2687				\$5.6M	\$5.6M
CO 59	CO 59 Sandy Creek Bridge Rehabilitation and Repair	H	2674	\$5.4M		✓		\$6.2M
CO 59	CO 59 Bridges Rehabilitation and Repair	H	2675				\$1.3M	\$1.3M
CO 59	CO 59 Six Mile Creek Bridge Rehabilitation and Repair	H	2676		\$380K			\$380K
CO 66	CO 66 Corridor Improvements	H	2599		\$5.0M	✓	\$5.0M	\$100.0M
CO 71	CO 71 Corridor Improvements	RP	1023	\$4.8M		✓	\$14.3M	\$200.0M
CO 71	CO 71 Limon Structures Bridge Rehabilitation and Repair	H	2680				\$620K	\$620K
CO 71	CO 71 Big Beaver Creek Bridge Rehabilitation and Repair	H	2681				\$4.8M	\$4.8M
CO 71	CO 71 Stoneham Bridge Rehabilitation and Repair	H	2682				\$140K	\$140K
CO 71	CO 71 North of Brush	RP	2689				\$3.5M	\$3.5M
Non-Corridor	287/40/94 Bridge Rehabilitation and Repair	H	2673				\$1.7M	\$1.7M
Non-Corridor	Bustang Fleet Purchases	T	2736	\$2.5M		✓		\$5.0M
Non-Corridor	Bustang Outrider Fleet Expansion	T	2773		\$1.5M		\$1.1M	\$2.6M

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





Southwest Projects

Highway & Transit Projects in Region 5

Completed Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
US 50	US 50 and US 285 Intersection Reconstruction;US 50 West of US 285 Junction	RP	0073 0077	\$4.3M	\$5.0M	✓		\$10.6M
US 160	US 160 McCabe Creek Major Structure Replacement	H	0075	\$474K		✓		\$11.2M
US 160	CO 160 between New Mexico and Aztec Creek	RP	0078	\$19.4M		✓		\$29.3M
US 160	US 160 Towaoc Passing Lanes	H	0091	\$9.2M		✓		\$11.4M
US 550	US 550 Pacochupuk South Roadway Mobility, Safety, and Billy Creek Wildlife Improvements	H	0085	\$5.6M	\$1.6M	✓		\$9.4M
CO 17	CO 17 Surface Treatment & Widening Hooper to US 285 Junction	RP	0080	\$14.7M		✓		\$26.6M
CO 114	CO 114 Parlin West;CO 114 US 50 East	RP	0056 0084	\$11.1M		✓		\$11.1M
CO 141	CO 141 Slickrock and CO 145 Redvale	RP	0082	\$10.0M		✓		\$15.4M
CO 141	CO 141 North of Naturita	RP	0083	\$230K		✓		\$12.1M
CO 145	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	T	1123	\$1.9M				\$1.9M
CO 149	CO 149 Lake City North; CO 149 North of Creed	RP	0081 0051	\$14.4M		✓		\$14.6M
CO 370	CO 370 between CO 15 and US 285	RP	0079	\$1.5M		✓		\$13.1M

Under Construction Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
US 550	US 550 and US 160 Connection	H	0074	\$68.6M		✓		\$152.3M
US 160	Pagosa Springs/Archuleta County Multimodal Facility	T	1326	\$1.1M	\$1.6M	✓		\$5.5M

Design Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
US 24	US 24 Intersection Improvements in Buena Vista	H	2039			✓	\$4.0M	\$6.0M
US 160	US 160 Elmore’s Corner East	H	1334		\$29.9M	✓	\$6.9M	\$113.7M
US 160	Pagosa Springs’ Main Street Reconstruction and Multimodal Improvements	H, T	1339	\$26.9M	\$1.9M	✓		\$35.7M
US 160	US 160 East of Fort Garland Safety and Wildlife Mitigation; Advancing Transportation Safety	H	1315 2783	\$8.3M		✓		\$16.6M
US 285	US 285 Safety and Mobility Improvements between Center and Saguache	H	1051		\$20.6M	✓	\$13.1M	\$70.0M
US 550	US 550 Billy Creek Safety and Widening	H	1133		\$10.5M	✓	\$12.4M	\$37.5M
CO 17	CO 17 West of Antonito	RP	2634		\$12.3M			\$12.3M
CO 145	Multimodal Improvements on CO 145	H	1482		\$680K	✓	\$2.7M	\$4.1M
CO 145	CO 145 Dolores East	RP	2778			✓	\$10.4M	\$11.9M
CO 151	CO 151 between Ignacio and US 160	RP	2635		\$10.9M			\$10.9M
Non-Corridor	Intersection and Pedestrian Improvements at CO 291 and US 50	H	2070		\$7.0M	✓		\$7.5M

Planning Projects

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 7/31
US 24	Buena Vista Park-n-Ride and Intermodal Facility	T	1297	\$1.0M				\$1.0M
US 50	US 50 Corridor Improvements in Poncha Springs	H	2456				\$2.0M	\$2.0M
US 50	Salida Transit Capital Improvements	T	2751	\$480K		✓		\$1.6M
US 50	Outrider Improvements at Poncha Springs	T	2752	\$80K				\$80K
US 160	US 160 Intelligent Transportation Systems (ITS) Infrastructure	H	1303			✓	\$10.0M	\$30.6M
US 160	Alamosa Transit Center	T	1309				\$2.8M	\$2.8M
US 160	US 160 Multimodal Improvements in Alamosa	H	2038				\$8.8M	\$8.8M
US 160	Intersection Improvements at US 160 and Pike Avenue	H	2061			✓	\$3.0M	\$4.88M
US 160	Intersection Improvements at US 160 and CR 30.1 (Phil’s World)	H	2087				\$1.5M	\$1.50M
US 160	Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	H	2089			✓	\$2.9M	\$4.50M
US 160	Bustang Outrider Service between Pagosa Springs and Durango	T	2523		\$2.7M			\$2.69M
US 285	US 285 Improvements in Saguache	H	2069				\$750K	\$750K
US 285	Outrider Improvements at Johnson Village, Moffat, and Alamosa at Adams State	T	2492	\$250K				\$250K
US 550	Durango Transit Capital Improvement	T	1365	\$2.0M	\$2.5M			\$4.5M
CO 136	CO 136 East of La Jara; CO 15 West of La Jara; CO 371 between CO 15 and CO 368	RP	2630 2636 2637				\$10.4M	\$10.4M
CO 17	Northeast San Luis Valley Transit Service	T	2532		\$560K			\$560K
CO 62	Outrider Improvements at Placerville, Ridgway, and Telluride	T	2455	\$250K				\$250K
CO 145	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	T	2493	\$400K				\$400K
CO 172	CO 172 between New Mexico to Ignacio	RP	2632				\$10.4M	\$10.4M
Non-Corridor	Regional Transit Service between Montrose and Telluride	T	1028	\$2.1M				\$2.1M

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

Please visit YTP.codot.gov for the most up-to-date information.

