



FY 2027-FY 2036 10-Year Plan Presentation

Projects within the Denver Regional Council of Governments

January 2026





Agenda



- Focus of Presentation - CDOT 10-Year Plan Projects proposed within DRCOG
- CDOT Regions 1 & 4 Project Highlights in DRCOG Area
- 10-Year Plan Development: Supporting our Performance Goals
- Finalization & Next Steps



10-Year Plan Completion Schedule (1)

Version: 12/15/2025

10-Year Plan Completion Schedule



	2025					2026		
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2050 Statewide Plan Adoption								
TC Briefing								
STAC Briefing								
Public Review and Comment								
TC Adoption								
GHG Analysis and Modeling								
GHG Report Adoption								
CDOT and MPO/TPR Project Coordination								



Proposed 10-Year Plan & Projects Highlights: CDOT Regions 1 and 4





Region 1 Overview

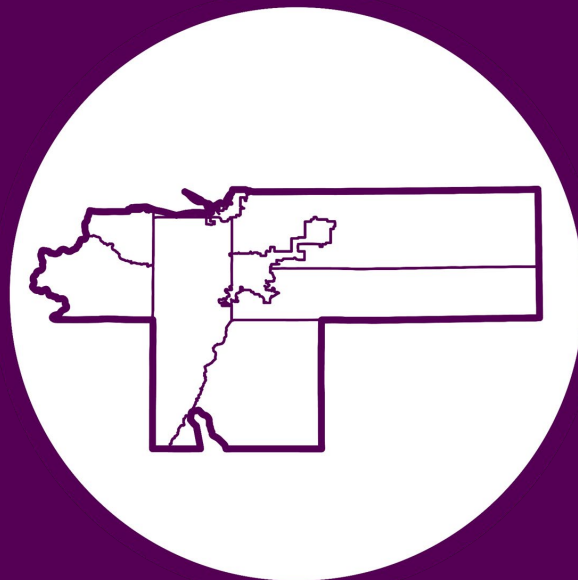
Region 1: Denver Metro/Central Colorado

Counties in this region are Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson.

Major highways through this region include I-25, I-70, I-76, I-225, I-270, US 6, US 36, US 40, US 85, US 285 and US 287.

Region 1 Proposed 10-Year Plan Overview

- 31 Proposed Projects for next 10-Year Plan
- 5 New proposed projects added to the 10-Year Plan
- \$300,000,000 proposed strategic fund allocations for FY 2027 through FY 2030
- \$520,961,000 proposed strategic funds allocations for FY 2031 through FY 2036





Region 4 Overview

Region 4: Northeast Colorado

Counties in this region are Boulder, Broomfield, Cheyenne, Elbert, Kit Carson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld and Yuma.

Major highways in this region include I-25, I-70, I-76, US 6, US 24, US 34, US 36, US 85 and US 287.

Region 4 Proposed 10-Year Plan Overview

- 53 proposed projects for next 10-Year Plan
- 21 new proposed projects added to the 10-Year Plan
- \$209,101,200 proposed strategic fund allocations for FY 2027 through FY 2030
- \$313,651,800 proposed strategic funds allocations for FY 2031 through FY 2036

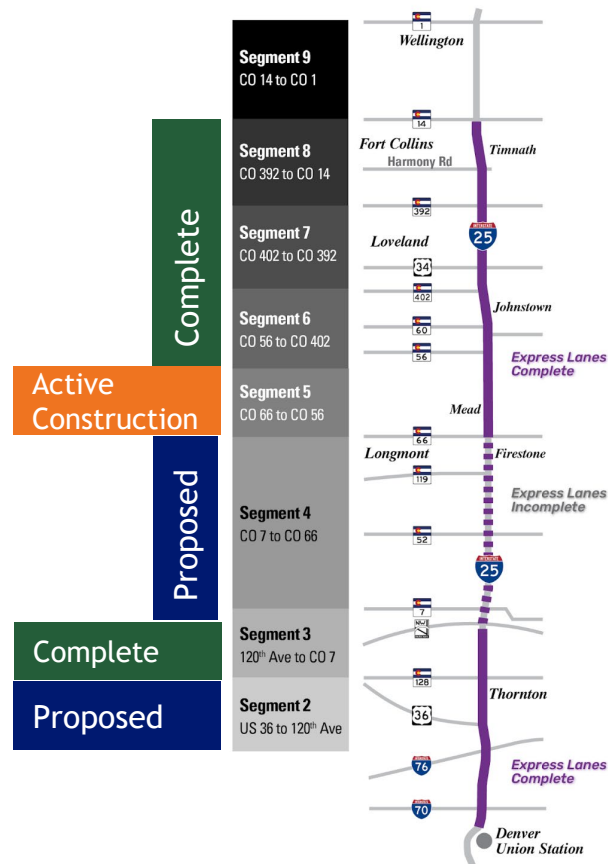




I-25 Corridor Overview

I-25 Environmental Impact Statement

- Initiated in 2001 - FEIS signed 2011
- Purpose & Need addresses the explosive growth in Northern Colorado, improve the safety of I-25 corridor, replace aging and obsolete infrastructure, and provide users choice through modal alternatives
- Preferred alternative scope limits extended north of Union Station to Wellington and west to US 287 and east to US 85. Included: Express Lanes, Express Bus, General Purpose Lanes, Commuter Bus on US 85, and Commuter Rail
- Express Lane was determined to be built first, generating revenue to fund the preferred alternative
 - 16 miles of Express Lane remaining for 52 miles continuously
- Bustang on the Northline launched in July 2015
- Preferred alternative meets PD14 goals in 2025



Advancing
Transportation
Safety



Fix
Our
Roads



Sustainably
Increase
Transportation
Choice



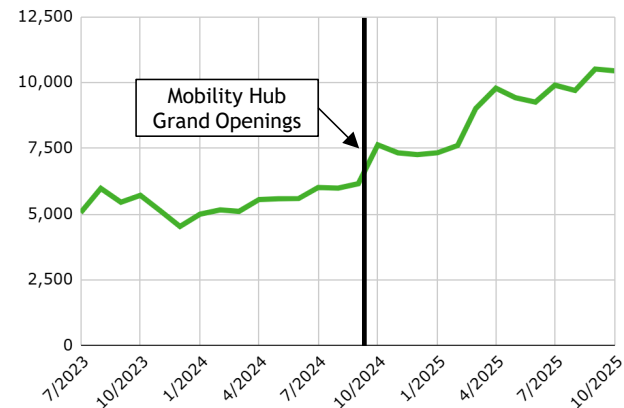
I-25 Corridor Overview

Bustang Services

Bustang: Colorado's Interregional Express Bus Service

- Any new projects improving I-25 in the next plan will be predicated on fully funding Bustang mainline services at the expanded service levels on routes serving I-70 and I-25.
- Bustang connects major populations, employment centers and local transit entities along the I-25 and I-70 corridors. It provided 353,000 trips in FY 2025, a **245% increase in ridership** since the program launched in 2015.
- Developers along the Front Range are investing in transit-oriented build-outs near hubs and have put private dollars into mobility hub features.
- North Line recovered 31% of operating expenses via the farebox in FY25, a national leader among commuter bus services.
- From Firestone-Longmont to Denver driving can vary between 40 minutes to an hour compared to transit in the Express Lane, which is reliably a 30 minute trip

North Line Ridership by Month



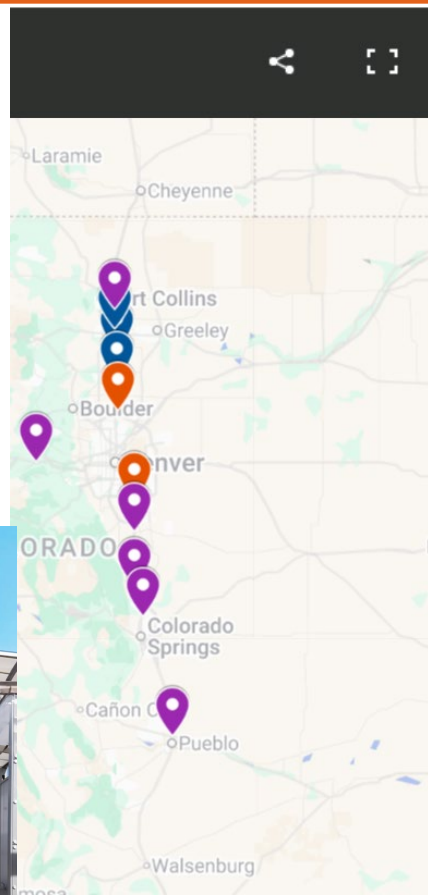
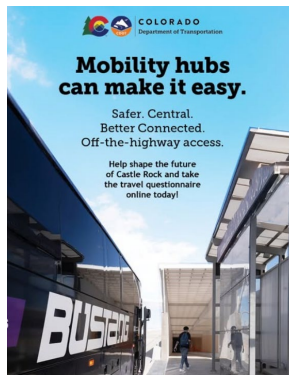


I-25 Corridor Overview

Development of Bustang

Bustang and Mobility Hubs

- [Mobility Hubs](#)
- National model of turning an existing interstate into a BRT corridor
- Spent last 7 years incorporating transit into a core function of North I-25 with Bustang and Mobility hub investments
- Segments 2a, 2b and 4 allow us to strengthen the Bustang system, increasing ridership and utility of Bustang service



Completed Mobility Hubs

- [Berthoud Mobility Hub](#)
- [Centerra Loveland Mobility Hub](#)
- [Firestone-Longmont Mobility Hub](#)

Mobility Hubs Under Construction

- [Broomfield/Thornton Mobility Hub](#)
- [Skyridge/Lone Tree Mobility Hub](#)

Future Mobility Hubs

- [Castle Rock Mobility Hub](#)
- Fairplay Mobility Hub
- [Grand Junction Mobility Hub](#)
- Harmony Road Mobility Hub
- Idaho Springs Mobility Hub
- Monument Mobility Hub



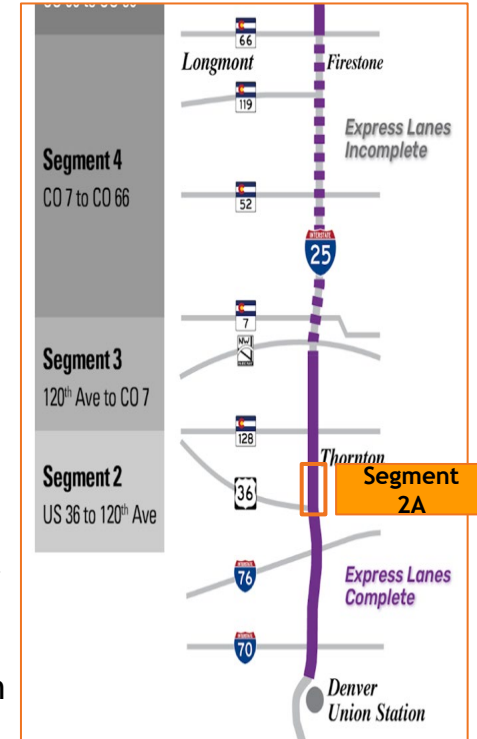
Region 1 Project Highlight: I-25 Segment 2a (US 36 to 104th Avenue)



Advancing Transportation Safety

I-25 Segment 2a

- Interstate 25 in Adams County
- \$270M Total Cost
 - Strategic Funding (\$20M FY19-26, \$90M FY27-30, \$160M Other)
- Project Description: An average of 2.7 crashes per day occur on this 5 mile segment. Bring the segment up to current design standards enabling emergency operations on shoulders and reducing crashes by an estimated 46% corridor-wide. Replacement of the fair rated 88th Avenue bridge will include a new bikeway and expanded sidewalks on both sides. Addition of general purpose lane NB and SB. Culvert replacement.





Region 1 Project Highlight: I-25 Segment 2b

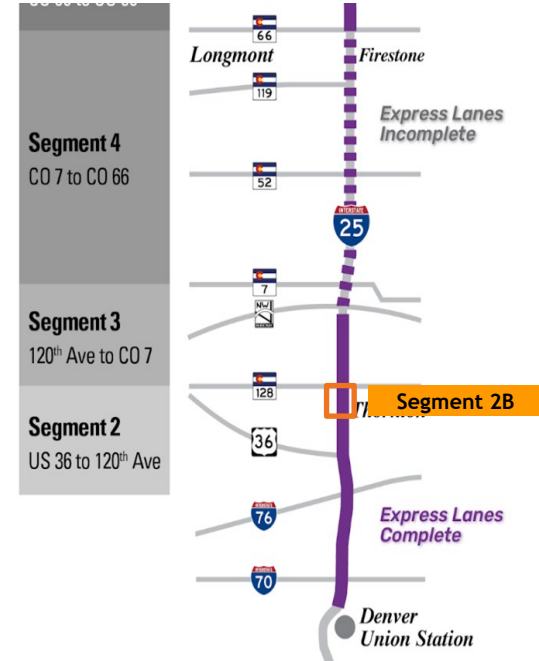


Advancing Transportation Safety



I-25 Segment 2b (104th Ave to 120th Ave)

- Interstate 25 in Adams County
- \$85M Total Cost
 - Strategic Funding (\$0M FY27-30, \$85M Other)
- Project Description: Continuation of safety and operational improvements from I-25 Segment 2a. Safety improvements to shoulders to allow for emergency operations.



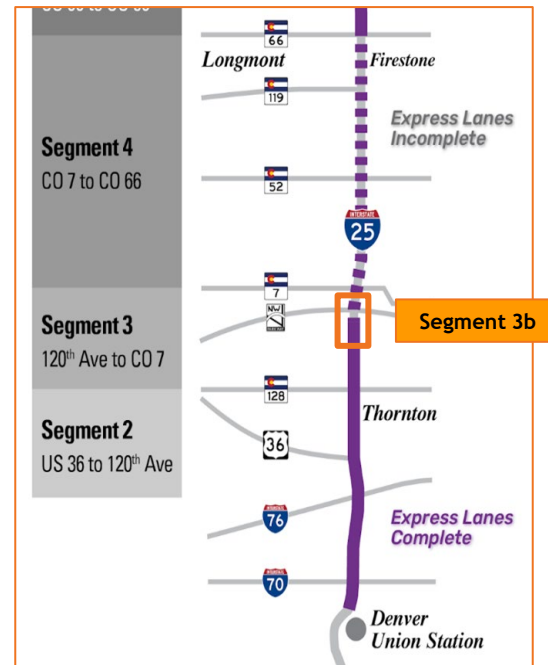


Sustainably Increase Transportation Choice



I-25 Segment 3b (E470-CO7)

- Interstate 25 in Adams County
- \$315M Total Cost
 - Strategic Funding (\$0M FY27-30, \$86.5M FY31+, and \$228.5M Other)
- Project Description: Completion of the express lanes E-470 to CO 7
- Full build out of the I-25/ CO 7 Interchange and Broomfield-Thornton Mobility Hub
- Supports Bustang services and Boulder County Starter Service.





Region 4 Project Highlight

I-25 Segment 4 (CO 7 to CO 66)

Sustainably Increase Transportation Choice



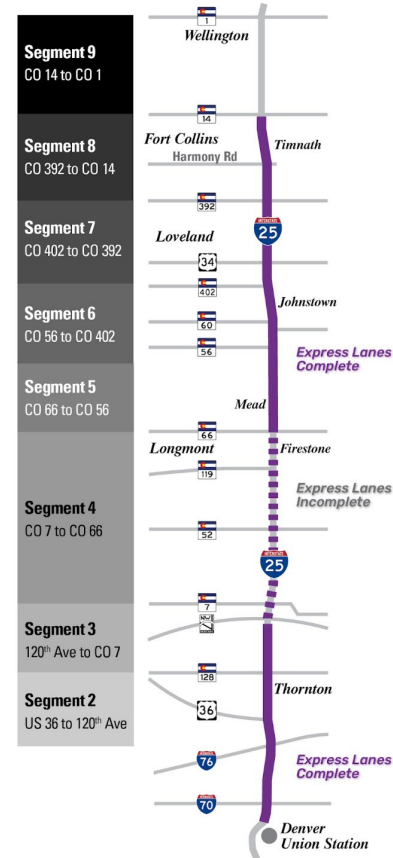
North Line Ridership by Fiscal Year



Advancing Transportation Safety

I-25 Segment 4 (CO 7 to CO 66)

- North I-25 in Weld County
- \$38.2M FY 31-36 Strategic Funding; \$311M Other
- Bustang North Line has the most passengers per revenue mile and is the most productive line across Bustang's entire network. Travel time savings from a SOV of up to 30-minutes riding Bustang from the Firestone-Longmont Mobility Hub to Union Station at the AM/PM peak times.
- A critical north/south backbone for transit, with local agencies partnering to get east/west on-demand/local transit to the mobility hubs.
- Previously completed I-25 segments (Segments 6, 7, 8) have shown a 45% reduction in crashes!
- Existing EL (peak hour) have had an 8% reduction in greenhouse gas emissions.





Region 1 Project Highlight: I-270 Corridor Improvements Phases 1-5



I-270 Corridor Improvements

- Interstate 270 in Denver and Adams Counties
- \$900.8M Total Cost
 - Strategic Funding (\$174.5M FY19-26, \$25.5M FY27-30, \$0M FY31+, and \$700.8M Other)
- Project Description: Replacement of critically deficient bridges and roadway structure along I-270. Addition of a managed lane in the east and westbound direction.
- Construction of the Vasquez Interchange, ITS infrastructure, and I-76 ramp improvements
- Implementing an overlay project on SH 224 with construction of a pedestrian bridge at Leyden Park and completion of sidewalk gaps connecting to new ADA ramps





Region 1 Project Highlight: North Stadium Safety Access Improvements



Advancing Transportation Safety



North Stadium Safety Access Improvements

- US 40 (Colfax) east of I-25 in Denver County
- \$30M Total Cost
 - Strategic Funding (\$0M FY19-26, \$30M FY27-30)
- Project Description: Improves connectivity and safety east of I-25 into the stadium district along US 40. Design and safety opportunities include:
 - Redesign intersection(s) to improve operational efficiency and safety
 - Improvements to multimodal elements to provide easier transit connections to Auraria campus and throughout the city
 - Signal improvements and operational timing
 - Project may adapt once final site design complete and city mobility study conducted



Region 1 Project Highlight:

I-25 Interchange Reconstruction at 23rd & Speer Boulevard



I-25 Interchange Reconstruction at 23rd & Speer Blvd.

- Interstate 25 in Denver County
- \$150M Total Cost
 - Strategic Funding (\$5M FY19-26, \$10M FY27-30, \$69M FY31+, and \$60M Other)
- Project Description: Replaces the inadequate bridges at the I-25 and Speer Boulevard and 23rd Avenue interchanges and constructs associated braided ramps, connector roads, and a diverging diamond interchange at Speer. The bridges have very low clearance and substandard ramp spacing causing safety and congestion issues.
- Replacement of two (2) poor rated and one (1) fair rated bridges
- Enhances multimodal connectivity on 23rd and Speer for pedestrians and cyclists creating safer routes with dedicated facilities





Region 1 Project Highlight: Regionwide Signal and Ramp Meter Upgrades



Regionwide Signal and Ramp Meter Upgrades

- \$22M Total Cost
 - Strategic Funding (\$8.3M FY19-26, \$8.7M FY27-30, \$0M FY31+, and \$5M Other)
- Project Description: This initiative aims to modernize the aging infrastructure of ramp metering systems, specifically by upgrading critical components such as communication technologies and detection equipment. This modernization effort is designed to reduce congestion, minimize delays, and enhance overall safety for motorists, contributing to more efficient traffic operations throughout the region.
- By controlling the rate of vehicles entering, ramp meters help smooth out mainline traffic which decrease crashes by preventing sudden braking and aggressive merging

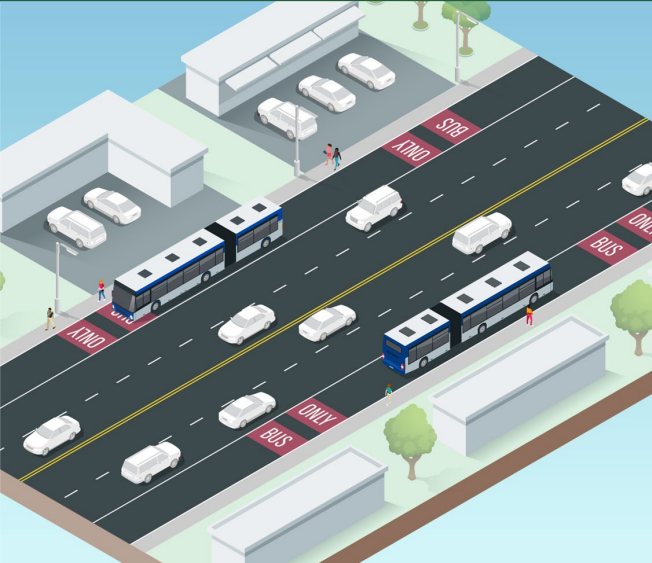




Region 1 Project Highlight: Federal Boulevard Bus Rapid Transit



**Sustainably
Increase
Transportation
Choice**



Federal Boulevard Bus Rapid Transit (BRT)

- Federal Blvd. in Denver and Adams Counties (CO 88 and US 287)
- \$318M Total Cost
 - Strategic Funding (\$59.6M FY19-26, \$95M FY27-30, \$124M FY31-36, \$39.4M Other)
- Project Description: Completion of side-running bus rapid transit infrastructure on 18 mile section between 120th Avenue to Dartmouth Avenue.
 - Stations, signals, and roadway elements
 - Supporting infrastructure bike and pedestrian infrastructure, lighting, etc.
 - Resurfacing of pavement and roadway markings
- The implementation of BRT will allow for increased rapid transit frequency along the corridor between 7.5-15 minutes while meeting greenhouse gas emissions reduction goals by 2030.



Region 1 Project Highlight: Colorado Boulevard Bus Rapid Transit



**Sustainably
Increase
Transportation
Choice**

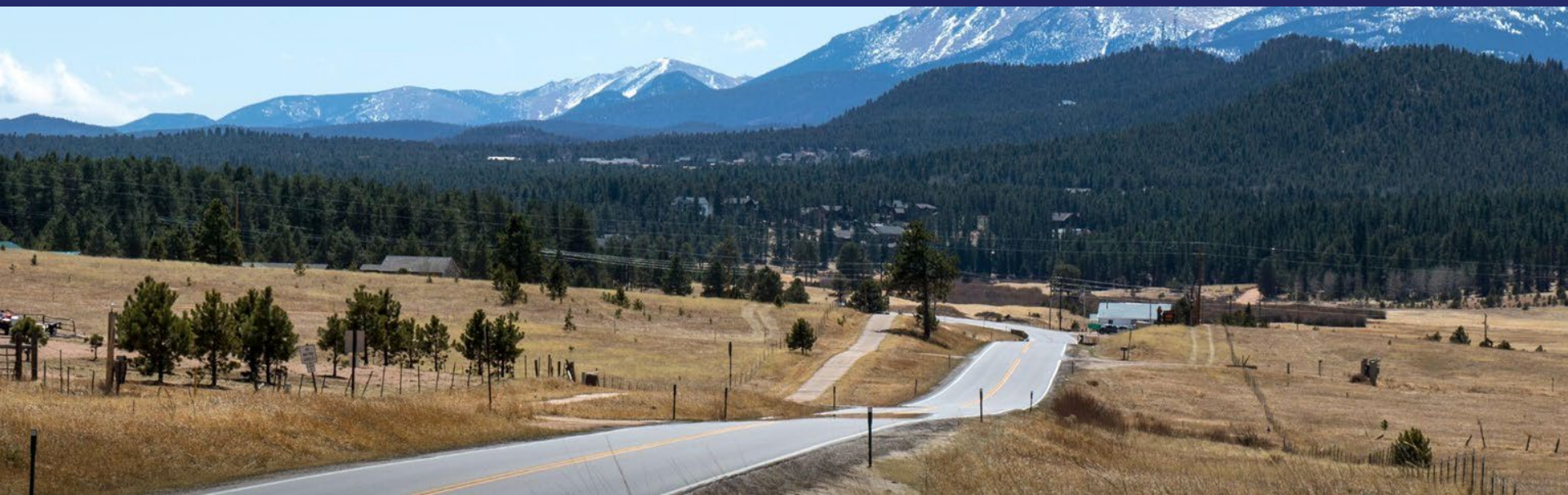


Colorado Boulevard Bus Rapid Transit (BRT)

- Colorado Blvd. in Denver County (CO 2)
- \$215M Total Cost
 - Strategic Funding (\$10.9M FY19-26, \$0M FY27-30, \$21M FY31-36, \$183.1M Other)
- Project Description: Construction of bus rapid transit infrastructure on 7.5-mile section of Colorado Blvd, from 40th Ave. to Amherst Ave. Implement service (in partnership with RTD) between 40th and Colorado Station and Southmoor Station.
- Construct supporting infrastructure (pedestrian facilities, signals, lighting, etc.).
- The implementation of BRT will allow for increased rapid transit frequency along the corridor between 7.5-15 minutes while reducing greenhouse gas emissions.



10-Year Plan Development: Supporting Our Performance Goals





10-Year Plan Development

How the Plan helps move Transportation Forward

Strategic Investments created through partnership with local stakeholders.

Addresses Statewide and Regional Needs

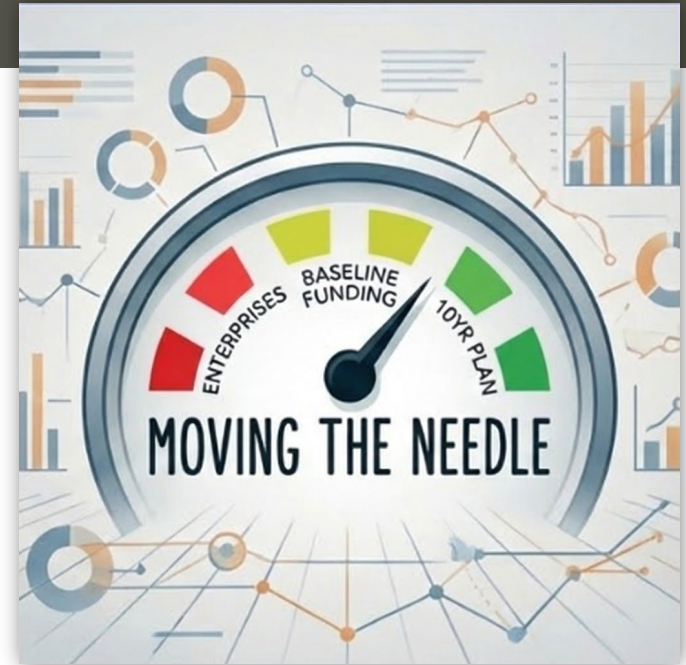
- Identified projects based off an engagement progress with local planning partners over the past year and half, addressing issues on a local, regional and statewide level.

Helping to Improve CDOT's Assets

- Fixing assets in the worst condition throughout the state through the rural paving program and targeted investments on the interstates.
- Supplementing asset management programs annual funding and addressing areas that may not have received projects due to limited resources.

Creating a framework for investment and cooperation

- Creates the pipeline for major projects that allows for the enterprise to identify potential investments areas.
- Allows for local partnership in projects that can help improve overall project concept and delivery.





Meeting Performance Targets Additional Asset Funding

CDOT will continue to support Colorado's Highway Assets with the 10-Year Plan and other strategic investments.

New 10-Year Plan - Addressing Backlog of Poor Assets

- More than half (53%*) of projects include pavement and bridge asset management elements.
- Increases CDOT's annual pavement investment by 65%* (compared to Surface Treatment budget alone)
- Lane miles treated: Equivalent to 7 years* of Surface Treatment Program.

Additional Funds to support Asset Management:

- TC infusions of \$80M for pavement in 2025, \$65M for culverts in 2023 as recent examples.
- Ongoing increases to Bridge and Tunnel Enterprise budget through higher fee revenue.

**10YP figures are tentative estimates as of November 2025.*





Funding the 10-Year Plan Partnership with CDOT Enterprises

Partnering with the enterprises helps provide the resources to make the 10-Year Plan successful.

The enterprises within CDOT have previously supported the 10-Year Plan by providing/planning to provide over \$1 billion towards projects within the plan since 2019.

The five CDOT enterprises are anticipated to be investing approximately \$5.2 billion in Colorado's transportation system over the next ten years.

- **Colorado Bridge and Tunnel Enterprise (BTE)**: Finances, repairs, reconstructs, and replaces designated bridges and tunnels in Colorado.
- **Colorado Transportation Investment Office (CTIO)**: Develops and manages innovative financing for transportation projects.
- **Clean Transit Enterprise (CTE)**: Focuses on public transit electrification, including funding, grants, and rebates for related projects.
- **Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)**: Supports projects that reduce air pollution and traffic in areas failing to meet air quality standards.
- **Fuels Impact Enterprise**: Addresses the environmental and health impacts of fuel transportation and vehicle emissions.



Compliance with the GHG Planning Standard

10-Year Plan and coordination with MPO Partners

Along with CDOT's MPO partners, all new regional transportation plans have met or exceeded GHG reduction goals.

CDOT's 10-Year Plan meets reduction standards required under the GHG Reduction Planning Standard for the non-MPO areas of the state.

- The 10-Year Plan was developed and modeled in close partnership with Colorado's MPOs to ensure full compliance with the Greenhouse Gas (GHG) Planning standard, ensuring our strategic investments align with statewide climate and air quality goals.
- CDOT's GHG Transportation Report for the 10-Year Plan meets the reduction levels outlined in the planning standard
- Along with four of the five MPO submitting GHG Transportation Reports for their plans, reduction levels for the entire state are being met as outlined by the standard.

Compliance Year	2030	2040	2050
Table 1 Required GHG Reduction Amount (MMT)	1.50	1.20	0.70
GHG Reductions Achieved by DRCOG RTP (2050 Metro Vision)	0.84	0.74	0.46
GHG Reductions Achieved by NFRMPO RTP (2050 RTP)	0.12	0.11	0.08
GHG Reductions Achieved by PPACG RTP (2050 LRTP)	0.34	1.15	0.63
GHG Reductions Achieved by GVMPO RTP (Moving Swiftly to 2050)	0.02	0.02	0.02
GHG Reductions Achieved by CDOT FY27-36 Non-MPO Area 10-Year Plan	0.43	0.30	0.22
Table 1 Required GHG Reduction Amount (MMT)	1.75	2.32	1.41
Compliance Achieved?	Yes	Yes	Yes



Does the 10-Year Plan Make a Difference?

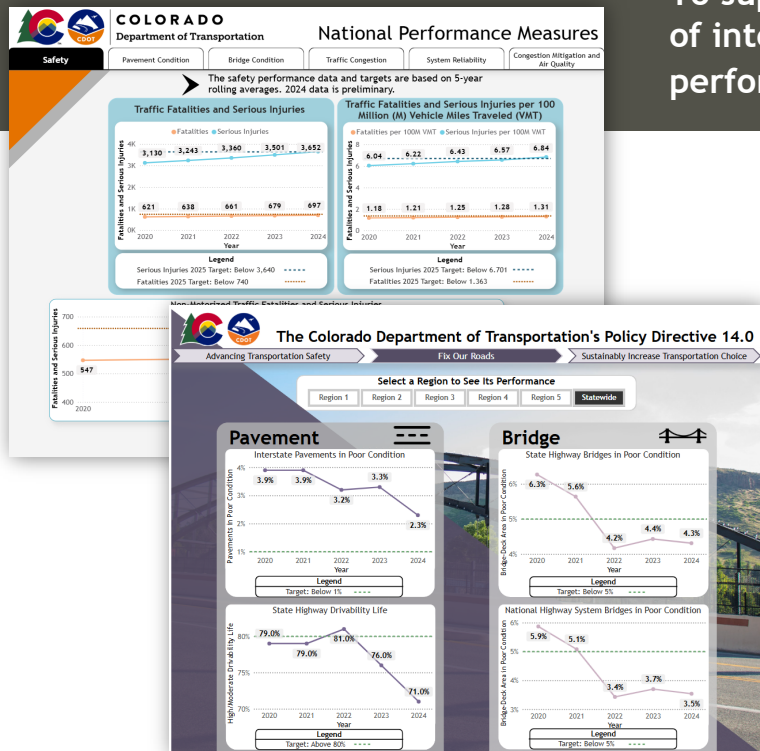
Here's how we measure it

To support data-driven decision making, CDOT has developed a suite of interactive tools and dashboards that monitor our transportation performance measures.

Examples of these publicly available dashboards include:

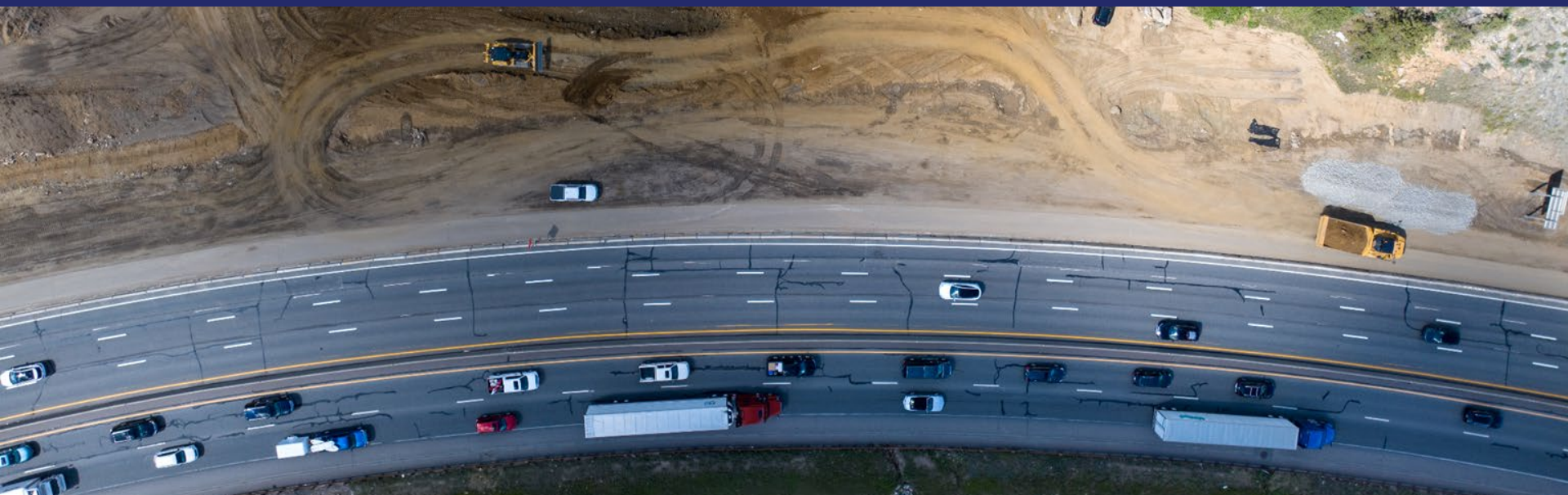
- 10-Year Plan Project Status & Funding Dashboard
- Policy Directive 14 Dashboard
- Pavement Condition Dashboard
- Bridge Condition Dashboard
- National Performance Measure Dashboard
- Colorado Crash Data Dashboard

Ongoing monitoring of our program of projects allows us to understand the impact of the 10-Year Plan and refine our strategic investments throughout the life-cycle of the plan.





Finalization Schedule & Next Steps





Accountability & Transparency Reporting on 10-Year Plan Progress

On-going transparency with the Public, Stakeholders, and Statewide Partners

10-Year Plan Dashboards

- Available publicly on codot.gov, with detailed funding and status, and estimated construction start/end dates

Quarterly 10-Year Plan Report

- Every project listed with approved strategic funding and current status in pipeline.

Annual 10-Year Plan Report, included in the Department's Budget Submission

- Published in November, similar to quarterly reports.

CDOT's Annual Project Accomplishments Report

- Projects completed in the prior calendar year from all CDOT programs.

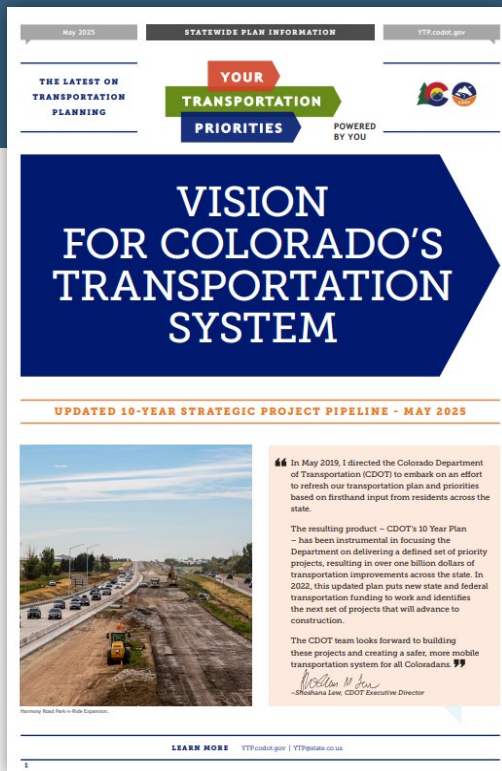
Webpages for major projects on codot.gov





Next Steps

Future Workshops and Completion of the Plan



Roadmap for Plan Adoption

10-Year Plan Public Comment Period

- Anticipated comment period to be open later on in January.
- Public can send comments to CDOT through codot.gov.
- CDOT Staff will prepare appropriate media for the website, social channels, and alert planning partners.

10-Year Plan Adoption

Concluding a public comment period and final updates, the plan will be brought forward for adoption by the Commission.

Adoption of the plan will set the framework for project development, budget development, and finalization of the next STIP in April 2026.



10-Year Plan Completion Schedule (2)

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COLORADO

Department of Transportation

Questions?

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Thank you!