2050 Metro Vision

Regional Transportation Plan

2026



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DENVER REGIONAL COUNCIL OF GOVERNMENTS

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Welcome!

Thank you for your interest in the 2050 Metro Vision Regional Transportation Plan! The Regional Transportation Plan sets the vision for the Denver region's multimodal transportation system and guides investment in the projects and programs to achieve that vision. Through the plan's major project and program investment priorities, the region will:

- Increase safety for all users of the transportation system, with a focus on vulnerable road users.
- Improve air quality and reduce greenhouse gas emissions.
- Expand the region's rapid transit network.
- Provide more ways to travel by car, bus, foot, bicycle and other mobility devices, especially for underserved communities and transportation users.
- Prepare for and adapt to future changes in transportation and the region.

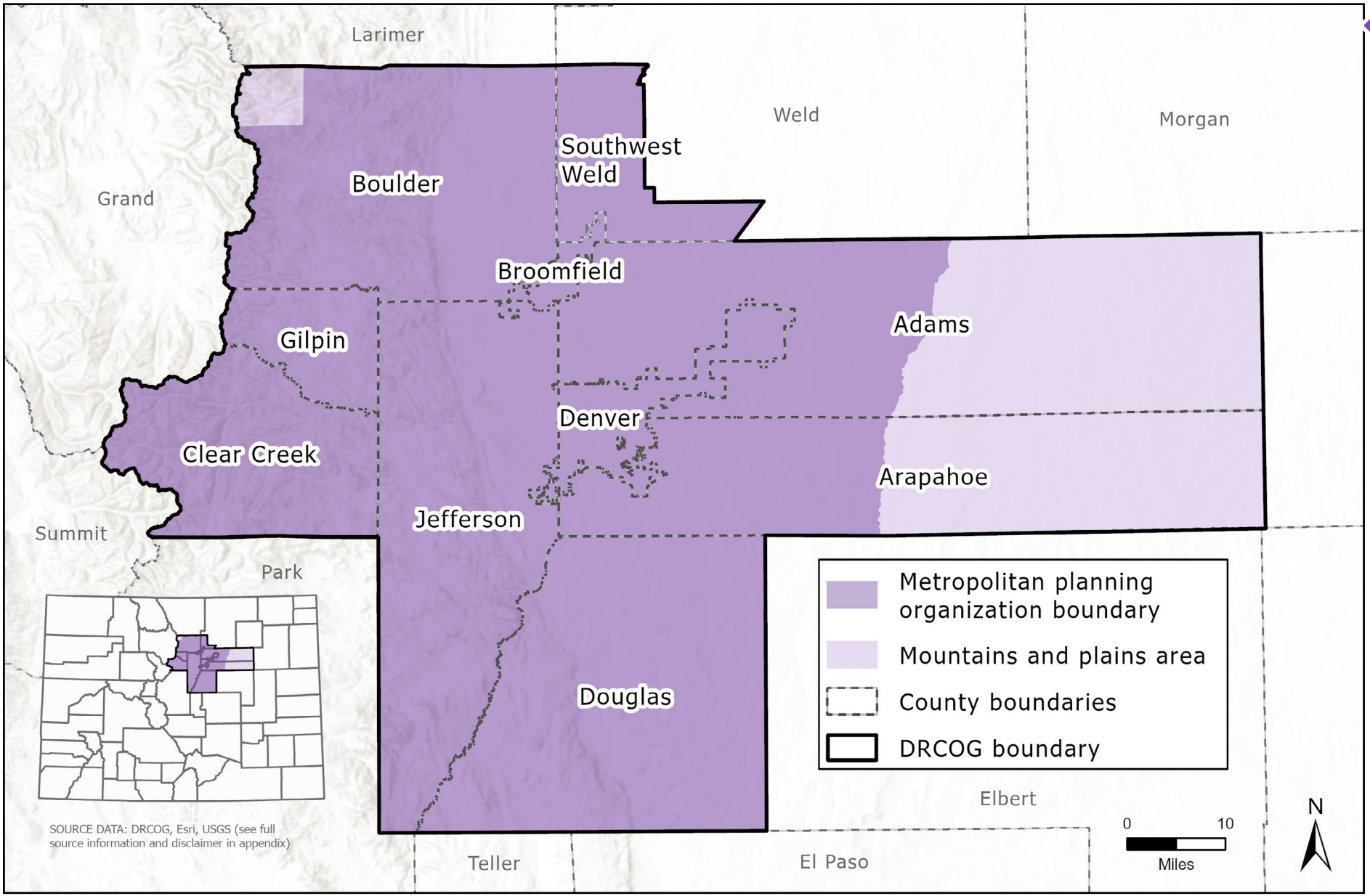
As the region's federally designated transportation planning agency, the Denver Regional Council of Governments prepared the plan in partnership with the Colorado Department of Transportation, the Regional Transportation District, local governments and other transportation stakeholders. Significant public engagement also shaped the plan. In partnership with the public and stakeholders, DRCOG will implement the plan's investment priorities to continue to make the Denver region one of the country's most desirable places to live, work and play.

I invite you to explore the plan!



Douglas W. Rex, Executive Director, Denver Regional Council of Governments

Map 1.1: The Denver region



What is DRCOG?

The Denver Regional Council of Governments is a planning organization where 59 local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.

Vision statement: Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.

The Denver region

The Denver region encompasses 3.4 million people living in communities along Colorado's Front Range. Consistently rated one of the best places to live in the country, the region will add 800,000 more people and 400,000 more jobs by 2050. The Regional Transportation Plan balances investments to address this new growth while enhancing and maintaining the existing transportation system.



Photo by Drew Bouchard/Douglas County, photo contest winner

Quick start

"I want to **learn what this plan is and what it does.**"

Start with Chapter 1.

"I want to **learn about the transportation challenges facing the Denver region.**"

Start with Chapter 2.

"I want to **review the list of project and program investment priorities.**"

Start with Chapter 3.

"I want to **learn how this plan will affect the future.**"

Start with Chapter 4.

1

Learn about the plan

What will the plan do?

The plan reflects DRCOG's transportation priorities

DRCOG staff and partners developed the 2050 Metro Vision Regional Transportation Plan to improve mobility for everyone. It identifies investments to address the region's transportation priorities, which are guided by the broader goals outlined in the Metro Vision plan.

Figure 1.1: Regional Transportation Plan priorities



The plan's six priorities are:

- **Safety:** Increase the safety for users of the transportation system, especially vulnerable road users.
- **Air quality:** Improve air quality and reduce greenhouse gas emissions.
- **Regional transit:** Expand and improve the region's transit network and options.
- **Active transportation:** Create a safe, comfortable, and connected walking and bicycling network.
- **Freight:** Enhance and maintain the safe and efficient movement of goods within and beyond the region.
- **Reliability:** Provide a quality travel experience for all users through technology and innovation, maintenance, and management.

Plan highlights include:

- Investments in dedicated safety improvements, striving to get the Denver region to zero traffic deaths by 2040.
- Expansion of DRCOG's investment in a regional bus rapid transit system and additional regional transit corridors.
- Investments in high-comfort active transportation corridors, eliminating gaps and implementing DRCOG's Active Transportation Plan.
- Investments to improve freight access.

The plan prioritizes projects that:

- Provide multimodal benefits consistent with the priorities outlined in this plan and Metro Vision.

- Reflect regional priorities but respond to local needs and context.
- Support a balance of projects across the region's geography.

For more information on project selection, refer to Chapter 3.

The plan sits within state and federal context

DRCOG updates the Regional Transportation Plan every four years and amends it in between to keep the content relevant and reflect current trends, needs and priorities.

The plan:

- Sets the region's long-range vision for transportation over the next two decades.
- Reflects broad public and stakeholder input.
- Demonstrates that DRCOG will meet Colorado's greenhouse gas emission reduction requirements.
- Demonstrates the revenue to fund the investments, listed in Chapter 3.
- Demonstrates that the region is conforming to air quality regulations.
- Evaluates transportation investments to identify potential impacts on marginalized communities.
- Addresses the 10 federal planning factors in the planning process: economic vitality, safety, security, accessibility and mobility, environment, multimodal connectivity, system management and operations, system preservation, resilience and reliability, and travel and tourism.
- Links investment priorities to performance measure target achievement.

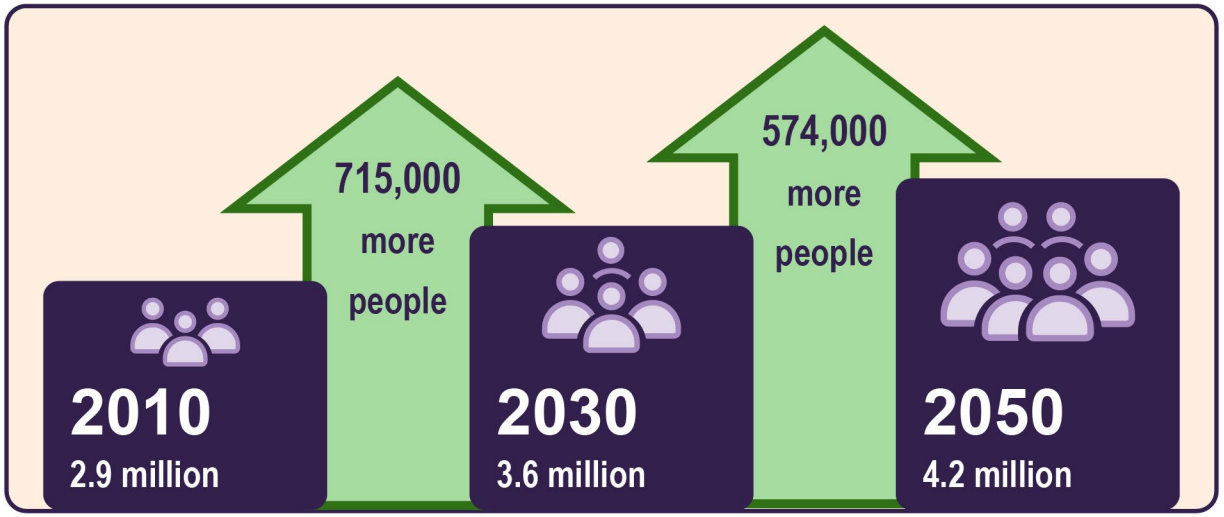
The plan implements Metro Vision

Metro Vision is the plan that outlines the region's desired future. It serves as a comprehensive guide for the development of the region. The DRCOG Board of Directors adopted the first Metro Vision plan (Metro Vision 2020) in 1997, and staff have revised it regularly to adapt to changes in the region and extend its future horizon. At the same time, the basic commitments of Metro Vision and its process have remained constant.



Metro Vision outlines outcomes, objectives and initiatives established by the Board to ensure that the coordinated efforts of DRCOG's many partners meet the evolving needs of the region's existing and future residents. Population growth will continue to place significant demands on the region's transportation system. The Regional Transportation Plan strikes a balance in planning for an additional 800,000 residents in the region while also maintaining the current transportation system and expanding travel options.

Figure 1.2: Denver region population, 2010-2050



For more information on Metro Vision and to read the plan document, visit drcog.org/MetroVision.

How the plan contributes to Metro Vision themes

Theme: Healthy, inclusive and livable communities

The Regional Transportation Plan contributes by:

- Investing in active transportation and multimodal options that improve the safety and convenience of healthy travel choices.
- Including transit planning and investments to support travel choices, as well as strategies and funding to address the needs of the region's most vulnerable users.
- Reducing regional disparities by focusing on outcomes that are fair to all.

Theme: A safe and resilient natural and built environment

The Regional Transportation Plan contributes by:

- Investing in trails, paths and other connections for recreation, active transportation and a more well-connected trail network.
- Investing in freight and goods movement, a vital part of the regional food system.
- Investing in transportation safety, security and maintenance activities to improve local and regional resilience.

Theme: An efficient and predictable development pattern

The Regional Transportation Plan contributes by:

- Investing in a range of communities throughout the region to improve mobility for all users.
- Prioritizing project locations that help encourage investment in existing communities.

- Focusing on multimodal corridors that connect the region. This includes bus rapid transit, commuter rail and other corridor projects and programs.

Theme: A connected and multimodal region

The Regional Transportation Plan contributes by:

- Investing in a wide range of project types — new roadway and interchange capacity, new rapid transit service and multimodal corridor improvements, and pedestrian and bicycle connections are all examples.
- Focusing on approaches that enhance and ensure safety for all users, with a focus on vulnerable road users.
- Investing in new technology and other operational investments to reduce the effects of traffic delays.
- Investing in regional and local transportation system optimization, preservation and maintenance.

Theme: A vibrant regional economy

The Regional Transportation Plan contributes by:

- Investing in multimodal access within and to opportunity-rich destinations.
- Investing in projects that connect the Denver region to the state, national and global economy.



Photo by Cade Humphreys, photo contest winner

Who helped develop the plan?

The Regional Transportation Plan represents the collective vision of the public, stakeholders and DRCOG's partners. Developing the plan is a complex, multiyear process that begins with a commitment to meaningful public and stakeholder engagement. Guided by DRCOG's Public Engagement Plan, staff facilitate an open process where all residents can provide input and share their vision for the future of transportation in the region.

In addition to the general public, regional stakeholders and local governments also contributed to the development of the Regional Transportation Plan. DRCOG staff worked with:

- Elected officials.
- Local government staff.
- Community-based organizations.
- Business groups and nonprofits.

Work on the plan started in late 2024 and will be finalized in late 2026, pending adoption by the DRCOG Board of Directors.

The region's residents helped develop the plan

Early and ongoing engagement is vital to the success of the Regional Transportation Plan. DRCOG staff began engaging residents early and continued to keep the public updated while developing the plan.

Appendix B includes full details about all engagement strategies.

Figure 1.3: Promotion and outreach highlights





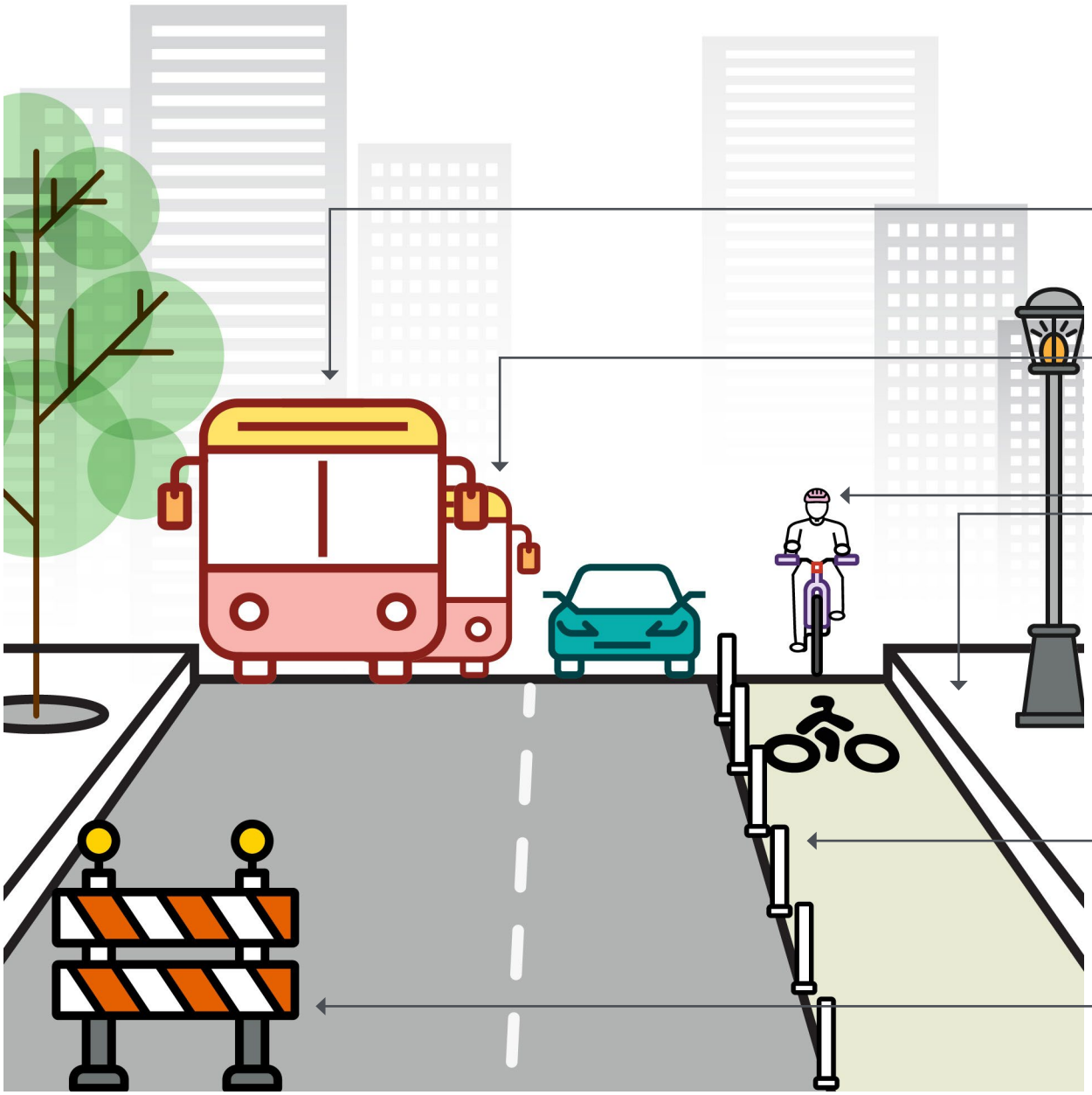
Photo by DRCOG staff

Table 1.1: Public engagement summary

Plan phase	Goal of engagement	Key engagement activities
Visioning	Learn what residents think their transportation system should look like in the future	• Focus group meetings. • Local events. • Survey.
Investment priorities	Give residents a limited budget and learn what they would spend it on	• Local events. • Survey.
Document development	Keep residents informed as DRCOG staff write the plan	• Partner meetings. • Photo contest. • Webpage updates.
Draft plan review	Get feedback on a draft of the plan	• Partner meetings. • Public review and comment. • Public hearing.

One of the guiding principles of DRCOG's Public Engagement Plan is the invitation and consideration of perspectives from those traditionally underrepresented in transportation planning processes. Examples include individuals who speak languages other than English, people from various cultural backgrounds, low-income individuals, people with disabilities and young adults.

Figure 1.4: Engagement lessons learned



Through DRCOG's public engagement efforts, respondents (not a representative sample) expressed the following sentiment regarding the region's future transportation system.

54% ranked expanding transit as a high priority.

58% ranked increasing transit frequency as a high priority.

68% said adding more sidewalks and bike lanes was a high priority.

74% of participants said adding general-use lanes should have a low funding priority or no funding.

Safety was a frequent topic at community events.

Focus group participants had similar sentiments but also **emphasized maintenance**.

Regional partners helped develop the plan

Regular coordination and information-sharing between DRCOG, CDOT and RTD helped ensure the Regional Transportation Plan represents the priorities of all three agencies.

DRCOG staff obtained crucial local government feedback through the agency's county transportation forums. Each county's forum included participating local governments, CDOT, RTD and other stakeholders. The forums served as stakeholder sounding boards throughout plan development and provided technical analysis and local government input. Separately from the county transportation forums, local government staff provided insight and input into the plan.

DRCOG's Transportation Advisory Committee, Regional Transportation Committee and Board of Directors also provided regular input and guidance throughout the plan development process and made decisions at key milestones.



Photo by Jessica Hughes/DRCOG

Figure 1.5: Plan activities and milestones



Visioning and education

September 2024 to June 2025

Plan kickoff

- Local events
- Survey
- Civic Advisory Group meeting
- Youth Advisory Panel meeting
- Social media
- Scenario planning analysis

Investment priorities and scenario options

March to November 2025

- Local events
- Survey
- Civic Advisory Group meeting
- Community meetings
- Scenario planning analysis
- Small-area forecast
- Project solicitation and evaluation

Plan development

December 2025 to August 2026

- Civic Advisory Group meeting
- Community meetings
- Air quality modeling
- Photo contest

Draft plan review

September to October 2026

- Civic Advisory Group meeting
- Public comment period
- Community meetings

Finalization and adoption

October to December 2026

- Regional partner actions
- Committee and Board review

Final plan adoption

How will the plan be implemented?

Partnership and collaboration are key to success

Implementing transportation projects crosses the boundaries of different agencies and levels of government. All groups need to collaborate for successful projects. DRCOG, which represents 59 local governments, leads the region's transportation planning process in collaboration with CDOT and RTD.

Each partner brings a distinct perspective to the planning process. CDOT manages, constructs and maintains interstates and state highways. It also conducts statewide multimodal transportation planning efforts. RTD handles the development, maintenance and operation of the region's primary public transportation system. Staff and elected officials from DRCOG's member jurisdictions bring knowledge of their local areas and represent their communities.

The list of project and program investments provides a framework

This plan's project and program investment priorities provide a framework to guide investment in the region's multimodal transportation system. The project investments define specific priorities for the region to implement as funding becomes available. This funding is allocated by DRCOG, CDOT, RTD and local government partners.

The program investment priorities provide direction to future cycles of the Transportation Improvement Program, also known as the TIP. While each TIP development cycle includes distinct selection criteria, the Regional Transportation Plan's investment priorities framework ensures programs are implemented through the TIP.

Besides the TIP, stakeholders implement the plan's investment priorities through various studies, plans and project development processes. The Regional Transportation Plan's list of projects and programs helps regional stakeholders prioritize as funding becomes available.

DRCOG's Transportation Improvement Program allocates funding

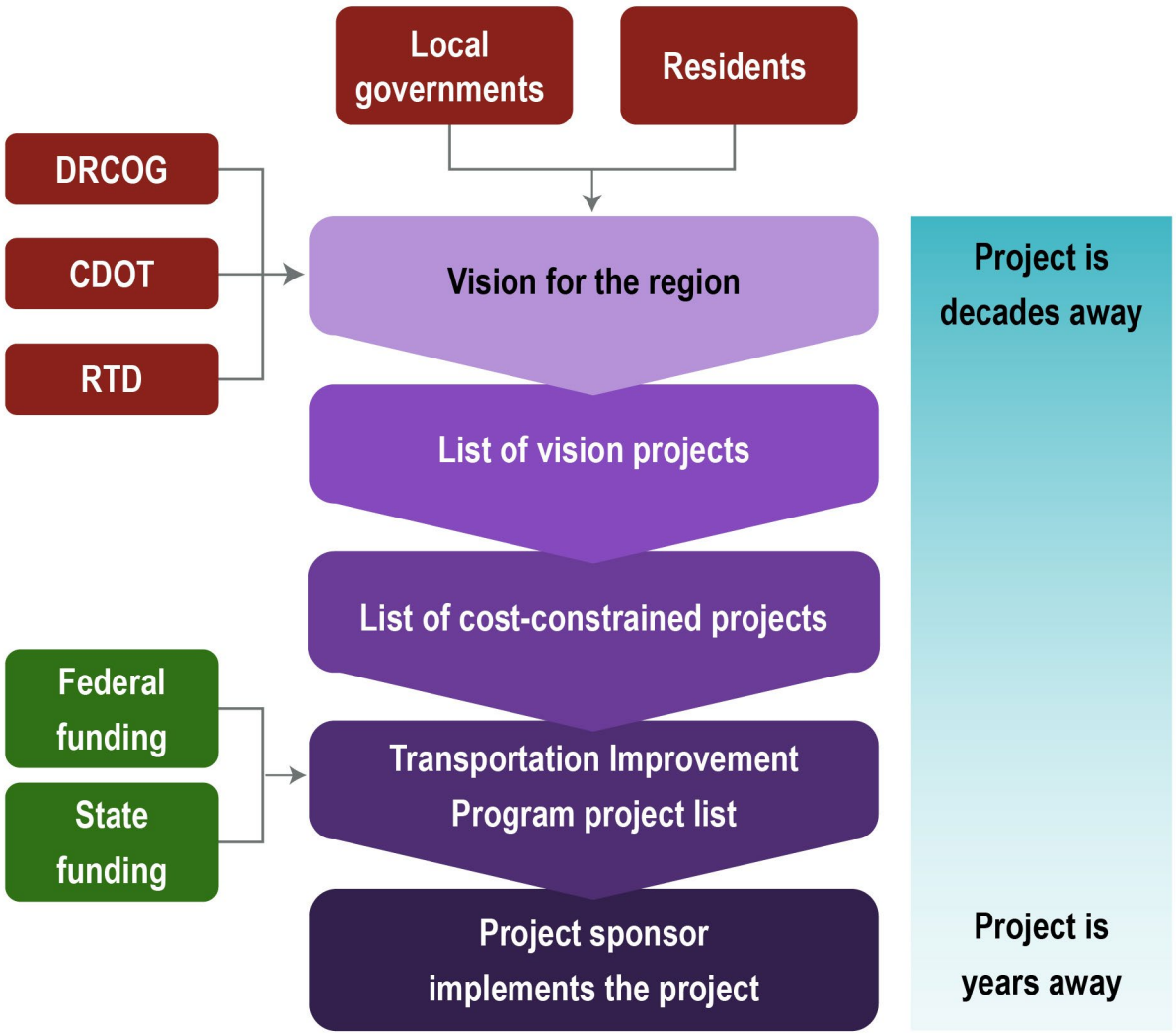
The TIP assigns funding to transportation projects in the region and implements the Regional Transportation Plan. DRCOG staff develop a new TIP every two years and release calls for projects every four years. Projects selected for the TIP are limited by the money available.

To get into the TIP, projects need to be in the Regional Transportation Plan first. The following projects must be listed in the TIP:

- Projects selected to receive federal and state surface transportation funds.
- All regionally significant projects regardless of funding type.

DRCOG staff review projects for the TIP by using criteria consistent with Metro Vision and the priorities in this plan. Project applicants include CDOT, RTD, local governments and others. The process is represented visually in Figure 1.6 on the following page.

Figure 1.6: The Transportation Improvement Program process



The Regional Transportation Plan sets the long-range vision for transportation in the region through a collaborative process involving local governments, partner agencies and public stakeholders. Next, a cost-constrained list of projects in line with this vision is developed based on the funding anticipated to be available over the next several decades. The Transportation Improvement Program then implements the vision by applying federal and state funding to individual projects in the region over a short-range period of four years.

Funding allocations could be for specific projects from the cost-constrained list in the Regional Transportation Plan or other projects that are in line with the plan's vision and air quality requirements. Once projects have dedicated funding in the TIP, they can then be implemented by local governments to improve conditions for users of the region's transportation network.

2

Discover the transportation system

The future of the region's transportation system will be shaped by how the region responds to existing challenges and future opportunities. This chapter summarizes the state of the system across the DRCOG planning area.

As DRCOG and partners developed the 2050 Metro Vision Regional Transportation Plan, they reviewed existing conditions and identified visions and needs established in previous regional transportation and other plans. During this process, several key takeaways emerged, including:

- Traffic-related deaths and serious injuries are a public health epidemic with disproportionate social and economic impacts across the Denver region. A downward trend to zero traffic-related deaths by 2040 and zero traffic-related serious injuries by 2045 may be achieved by implementing Regional Vision Zero and developing local safety plans across the region to eliminate fatal and serious injury crashes. Improving crash data collection, processing and analysis is critical to informing data-driven approaches to Regional Vision Zero.
- Throughout the region, partners and local governments have been constructing, expanding and connecting a high-comfort network of bicycle and pedestrian facilities, including adding more than 300 miles of high-comfort bikeways between 2019 and 2024. These investments in critical infrastructure support more than 2 million daily walking and bicycling trips across the region and unlock active travel for all ages and abilities.
- Innovation in transportation technology touches all aspects of the system, from the expansion of shared micromobility and microtransit programs to connected and automated vehicles and the implementation of intelligent transportation systems. Innovative and emerging technologies are changing opportunities and approaches throughout the transportation network.

- Total vehicle miles traveled have increased over time with population and employment growth, but vehicle miles traveled per person have not changed much at the regional level. Major infrastructure investments have made a positive impact along certain corridors and within certain areas (such as the Denver central business district).
- There is an ongoing need for more comprehensive regional freight planning to address anticipated growth pressures and meet current and future demand for moving goods.
- Agencies in the region have adopted a performance-based asset management philosophy to preserve and maintain the region's transportation system. More than half (52%) of the region's future investments will go toward maintaining and operating the system.

The state of the region's transportation system is the result of decades of decisions by local, regional, state and federal agencies working to meet the needs of the community. The system is a mature and integrated regional network of multimodal transportation facilities and services. The purpose of the network is to provide access and mobility for people, goods and services. Both public and private entities provide and maintain the system, which consists of multiple components, including facilities and vehicles, transportation programs and services, and technologies such as phone applications and roadway sensors.



Photo by Emily Kleinfelter, photo contest winner

Figure 2.1: The Denver region's transportation system at a glance



The Regional Roadway System

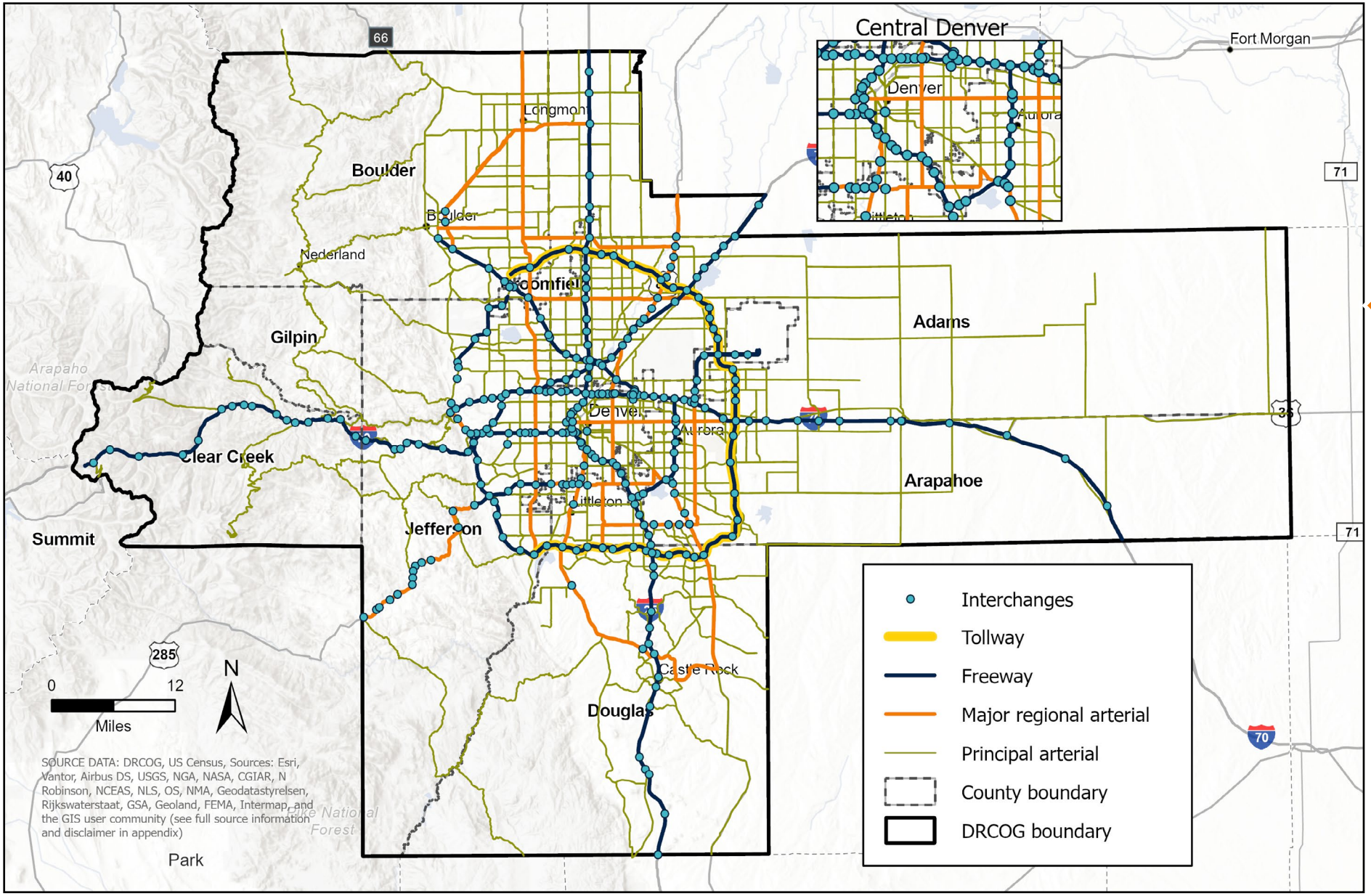
The extensive roadway system that connects people throughout the region serves multiple functions. Roadway types range from busy freeways that move 400,000 people a day to rural highways serving agricultural and mountain communities to arterial streets with businesses and residential streets with children playing. Arterial streets in denser urban and suburban settings often serve as social activity places, corridors of commerce and locations for essential services.

The roadways designated as part of the Regional Roadway System carry the most people and goods to and from locations across the region and are identified in this plan. Transportation on the Regional Roadway System accounts for about three-quarters of the region's vehicle miles traveled.

Figure 2.2: Use of the transportation system on an average weekday



Map 2.1: The Regional Roadway System



Congestion

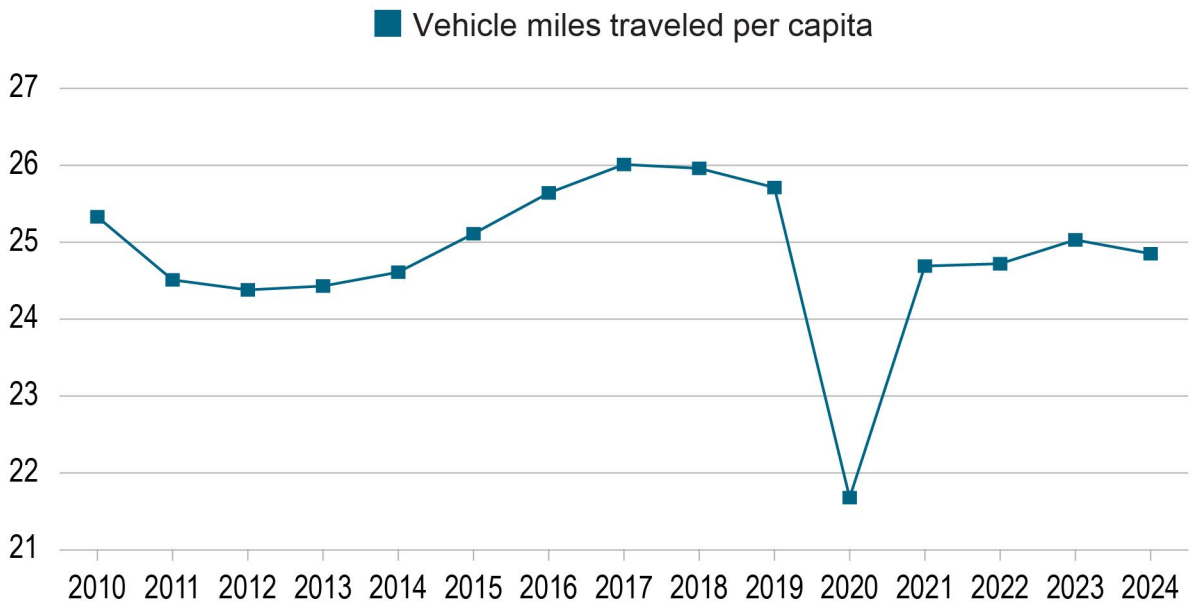
The number of people and vehicles on the road network has increased with population and employment growth. Congestion occurs when the number of vehicles nears or exceeds the carrying capacity on limited roadway space, often concentrated during the peak travel periods of the day. While traffic congestion may be a byproduct of a thriving economy, it brings a wide variety of negative impacts, including unpredictable travel times, increased freight costs, wasted fuel, air pollution and reduced quality of life.

Congestion was one of many factors used to evaluate candidate projects for inclusion in the Regional Transportation Plan. Additionally, the plan includes several strategies from the Congestion Mitigation Toolkit, including active roadway management, transportation demand management, transit investments and roadway capacity, all of which are covered further in this chapter and in Chapter 3.



Photo by Stephen Martinez/CDOT

Figure 2.3: Daily vehicle miles traveled in the Denver region



Vehicle miles traveled per person have remained stable over the years as total travel has increased with population growth.

DRCOG reports annually on roadway traffic congestion and keeps up with management strategies to mitigate the impacts and extent of congestion in the region. DRCOG's annual congestion report discusses the data shown in Figure 2.3.

Through DRCOG's congestion management program and by using the Congestion Mitigation Toolkit, staff monitor annual change and summarize ongoing, effective mitigation strategies. DRCOG and CDOT staff also use the annual congestion report to identify congestion hot spots and develop roadway projects and multimodal strategies to address them in line with federal guidance.

Public transit and transportation services

Transit is a critical component of the Denver region's multimodal transportation network. It enables residents and visitors to access jobs, education, healthcare, shopping and recreational opportunities — connections that are especially necessary for older adults, people with disabilities and veterans.

The region's transit network is made up of fixed-route public transportation, paratransit, microtransit and human services transportation. RTD is the largest operator in the Denver region, providing fixed-route bus, light rail and commuter rail service, as well as paratransit service for eligible riders. A range of nonprofit, for-profit and volunteer organizations complement RTD's services by delivering human services transportation for residents with specialized mobility needs. CDOT rounds out the regional transit network with its Bustang intercity bus routes.



Photo by Gary V. Halvorson, photo contest winner

Regional Transportation District

RTD provides transportation services to a population of more than 3 million residents and visitors within a service area of more than 2,300 square miles. The agency's service area is composed of eight counties, including all of Boulder, Broomfield, Denver and Jefferson counties; large areas of Adams, Arapahoe, and Douglas counties; and a small portion of Weld County.

RTD's fleet includes 1,308 buses, 201 light rail vehicles and 66 commuter rail vehicles. Buses remain the backbone of RTD's transit network, accounting for roughly 65% of all system boardings. As of 2025, RTD operates 112 fixed bus routes, including 85 local and 12 regional routes, serving approximately 8,000 bus stops. Systemwide, RTD recorded just over 65.2 million total boardings in 2024, with bus service alone accounting for approximately 42.7 million trips. However, boardings are still well below the pre-pandemic high of 105.8 million systemwide boardings in 2019.

RTD's FlexRide offers demand-responsive services to the public within a defined service area, generally in more suburban settings. Customers call to reserve a trip within each FlexRide service boundary. FlexRide had an average of 54,941 boardings per month in 2025.

Under the Americans with Disabilities Act, the region's transit providers must also provide complementary paratransit service within three-quarters of a mile of a bus route or rail station, at the same hours and days, and for not greater than twice the regular fixed-route fare. RTD's Access-a-Ride paratransit service provided an average of 41,359 boardings per month in 2025.

DRCOG's Coordinated Transit Plan provides a blueprint to improve mobility for older adults, individuals with disabilities, low-income individuals and others with mobility challenges. The plan sets regional priorities for transportation investments and provides activities that improve coordination between human services and public transit providers, serving as the region's federally required Coordinated Public Transit-Human Services Transportation Plan.

In addition, the Coordinated Transit Plan guides organizations to develop proposals that are eligible to receive funding from the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. DRCOG administers the Section 5310 program in its role as the designated recipient of funds for the Denver-Aurora Urbanized Area.

Bus rapid transit

In 2023, DRCOG and a coalition of partner agencies formally established the Regional Bus Rapid Transit Partnership to cooperatively plan and build out multiple bus rapid transit, or BRT, corridors across the region. The effort is formalized in the Regional Transportation Plan, which currently designates 12 BRT corridors to be delivered in phases through 2050.

Two corridors are currently under construction and expected to open in 2027: East Colfax Avenue (running from Denver to Interstate 225) and State Highway 119 (connecting Boulder and Longmont). Two more are in active development (Federal Boulevard and Colorado Boulevard), and three more are in various stages of planning (Speer Boulevard/Leetsdale Drive/Parker Road, East Colfax Avenue Extension from I-225 to E-470, and Alameda Avenue).

To accelerate the BRT program, DRCOG received an Innovative Finance and Asset Concession grant from the U.S. Department of Transportation's Build America Bureau. The 18-month initiative, which started in January 2026, is focused on lining up project funding strategies, legal and regulatory frameworks, and project development support to facilitate implementation of five of the 12 BRT corridors identified in the Regional Transportation Plan.



Photo courtesy of RTD

Human services transportation

Human services transportation includes specialized services for older adults and individuals with disabilities. It can also include services for people with lower incomes, offered in areas where there are limited or no fixed-route services. Major providers of human services transportation in the Denver region include Via Mobility Services and Douglas County, which contracts with multiple providers. Many offer services that go beyond the requirements of the Americans with Disabilities Act, including door-through-door services and in areas not covered by paratransit.

Microtransit

Microtransit ia flexible, on-demand or fixed-route transportation service that bridges the gap between traditional public transit and ridesharing. (Refer to page 61 for a more robust definition of microtransit.) Microtransit first launched in the Denver region in 2009 with The Climb, which provides free service between Boulder, Poorman, Salina and Gold Hill in Boulder County. As of 2026, there are 14 microtransit services operating across the Denver region, with two more services (RIDE Gunbarrel and Westracks) set to launch by the end of the year. The 14 services include:

- The Ore Cart.
- Link on Demand (Lone Tree, Highlands Ranch, Town of Parker).
- Denver Connector.
- Ride Longmont.
- Majestic Commuter.
- Brighton On-Demand Local Transit (BOLT).
- The Aero Shuttle.
- Englewood's BERT.
- Littleton Omnibus.
- Aurora Rides
- Erie Bee.
- Ride Free Lafayette.
- The Climb.

DRCOG's Ride Alliance program will transform the way transportation services are accessed and used, ensuring the region's most vulnerable community members can reach medical appointments, grocery stores and other essential activities. The Ride Alliance Trip Exchange software will be a central hub for service providers who are using different dispatching software and platforms for demand response transit trips. By bringing together local partners and human services transportation providers, Ride Alliance will streamline the coordination of transportation services, reducing wait times and trip denials. Its innovative approach not only enhances the quality of life for those who rely on demand-response transit services, but also sets a new standard for accessible and inclusive transportation solutions.

Intercity public transportation

Bustang

The Bustang family of services is a bus network operated by CDOT. Bustang launched in 2015 and connects Denver with cities and towns across the state. Three of the main lines — North, South and West — have stops within the Denver region.

The North Line runs along Interstate 25 from Denver Union Station to Fort Collins, with the southernmost stops at Union Station and the Firestone/Longmont Mobility Hub. The South Line runs along I-25 from Union Station to Colorado Springs, with regional stops at Union Station and Sky Ridge Station. The West Line runs along Interstate 70 from Union Station to Glenwood Springs and Grand Junction, with regional stops at Union Station and Federal Center Station.

Additional routes from Denver include four Outrider routes and Pegasus connections to Avon along I-70, plus seasonal routes that include Bustang to Estes, Snowstang, RamsRoute to Colorado State University and Bustang to Broncos.

Bustang had approximately 351,000 passenger trips between July 2024 and July 2025, an increase from 290,000 passenger trips during the same 12-month period the year prior. CDOT added 25 new fleet vehicles in 2025, allowing service to at least double on the North, South and West lines.

Rail

Colorado is advancing plans for two new passenger rail lines: Front Range Passenger Rail, proposed to run from Fort Collins to Pueblo, and Mountain Rail, with service from Denver to Craig. The projects offer an opportunity to enhance connectivity across the state by using existing rail corridors. Front Range Passenger Rail is under the direction of the Front Range Passenger Rail District.

Walking, bicycling and other active transportation

Every day throughout the Denver region, there are nearly 2 million active transportation trips — roughly one of every eight trips. Active transportation is a critical pillar in the region's mobility system, enabling reliable, efficient and safe movement. Especially in the most congested urban and community centers, shifting trips to active transportation is critical to supporting growth. Increased walking and bicycling fuel a vibrant regional economy, reduce congestion on the roads, and provide direct economic and social benefits.

Walking

DRCOG staff estimate that on a typical day, people make 1.6 million walking trips within DRCOG's planning boundary — 8% of the region's daily travel. A 2025 analysis estimated that of the region's more than 15,000 centerline miles of streets, 58% have the foundational elements of a pedestrian network (sidewalks, curb ramps and crosswalks), totaling nearly 20,000 miles of sidewalk in the region's urbanized core.

Among existing sidewalks, an estimated 23% do not meet the basic standard width required by the Public Right of Way Accessibility Guidelines, which requires continuous pedestrian access routes that are at least 4 feet wide. Additionally, an unknown portion of sufficiently wide sidewalks or existing curb ramps may still need improvement to reach Americans with Disabilities Act compliance — they may be interrupted by obstructions, have degraded surface quality or steep cross-slopes, or lack required accessibility features such as tactile mats or accessible pedestrian signals. Even the sidewalks that meet legal requirements may be due for expansion to meet pedestrian demand and to be ready to serve anticipated growth in active trips.

The Denver region, like much of the rest of the U.S., is experiencing a pedestrian safety crisis. Between 2020 and 2024, pedestrians were involved in less than 2% of all crashes but 16% of fatal and severe injury crashes, with an average of 68 pedestrians killed per year on the region's streets. Addressing safety issues and improving comfort for all types of pedestrians remain key challenges to promoting walking for transportation.



Photo by Darcy Kiefel Photography, photo contest winner

While walking and bicycling are the primary modes of active transportation, it is rapidly evolving to include more options, more flexibility and more access than ever. Any conveyance that is low-speed and human-powered can be included in active transportation: walking, running, manual or motorized wheelchairs, traditional pedal bikes or rapidly proliferating e-bikes, cargo bikes, tricycles, adaptive bikes, kick scooters, e-scooters, and even skateboards and some one-wheels. However, higher-speed one-wheels and e-motos are excluded from this definition and are generally not permitted on most bicycle- and pedestrian-exclusive travel facilities in the region.

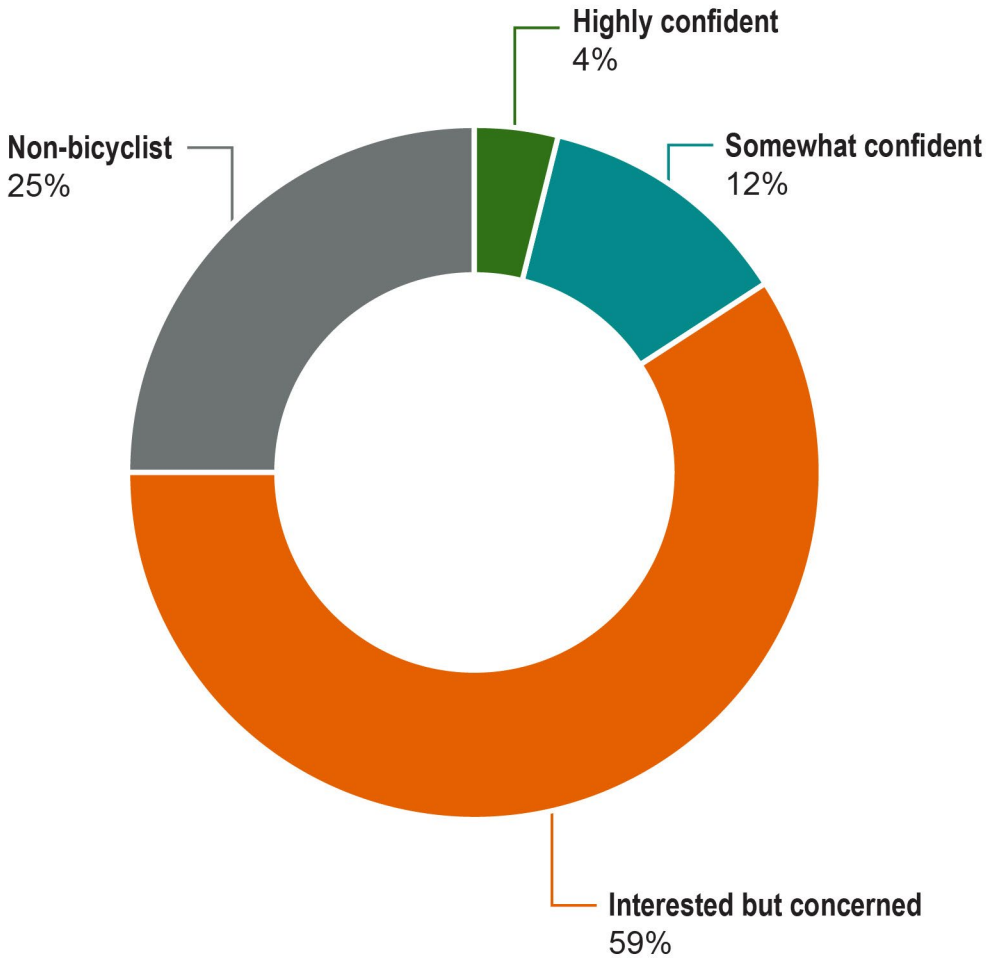
Bicycling

The number of people who bike to work in the Denver region is more than twice the national average and is increasing at a greater rate than any other mode of transportation. Among the region's residents, there are various perspectives on bicycling, including 59% of people who define themselves as "interested but concerned" — folks who would like to bike but are worried about safety.

DRCOG staff inventory on- and off-street bicycle facilities in the Denver region and make the information available through the bicycle facility inventory dataset available online in the DRCOG Regional Data Catalog and through the Denver Regional Bicycle Map.

Many people in the region are interested in cycling but concerned about safety. These may be people who would switch to biking for transportation if it was more comfortable and convenient.

Figure 2.4: Types of bicyclists



Source: DRCOG Survey of Residents About Active Transportation: Report of Results, August 2018

Active Transportation Plan

In January 2026, the DRCOG Board of Directors adopted a major update to the region's Active Transportation Plan. The Active Transportation Plan envisions a region where all people living, working and visiting have access to safe and comfortable places to walk, bike and roll. The plan establishes a regional active transportation network that is complete, connected and comprehensive, and recommends actions for DRCOG and its partners can take to extend access to active transportation through policy, programs, guidance and encouragement.

The plan sets up a three-part framework for the regional active transportation network:

- **Regional Active Transportation Corridors,** or linear routes that provide high-comfort walking and bicycling facilities.
- **Short Trip Opportunity Zones,** or areas with high concentrations of trips by any mode that are 2 miles or less and may be easily shifted to active modes.
- **Pedestrian Focus Areas,** where pedestrian activity is occurring or expected based on demography or trip generators, or where pedestrians are encountering acute safety issues.

Designing Complete Streets

Unlocking active transportation for the greatest number of people living and working in the Denver region requires implementing a complete and connected network of high-comfort walking and bicycling facilities. The 59% of the region's residents who are "interested but concerned" in bicycling for transportation could be served by an inclusive "all ages and abilities" network. To help serve potential users, DRCOG adopted a Regional Complete Streets Toolkit in 2021, which provides tools to local governments to plan and implement safer, more comfortable and more accessible streets for all, especially active users. At the core of Complete Streets policies and

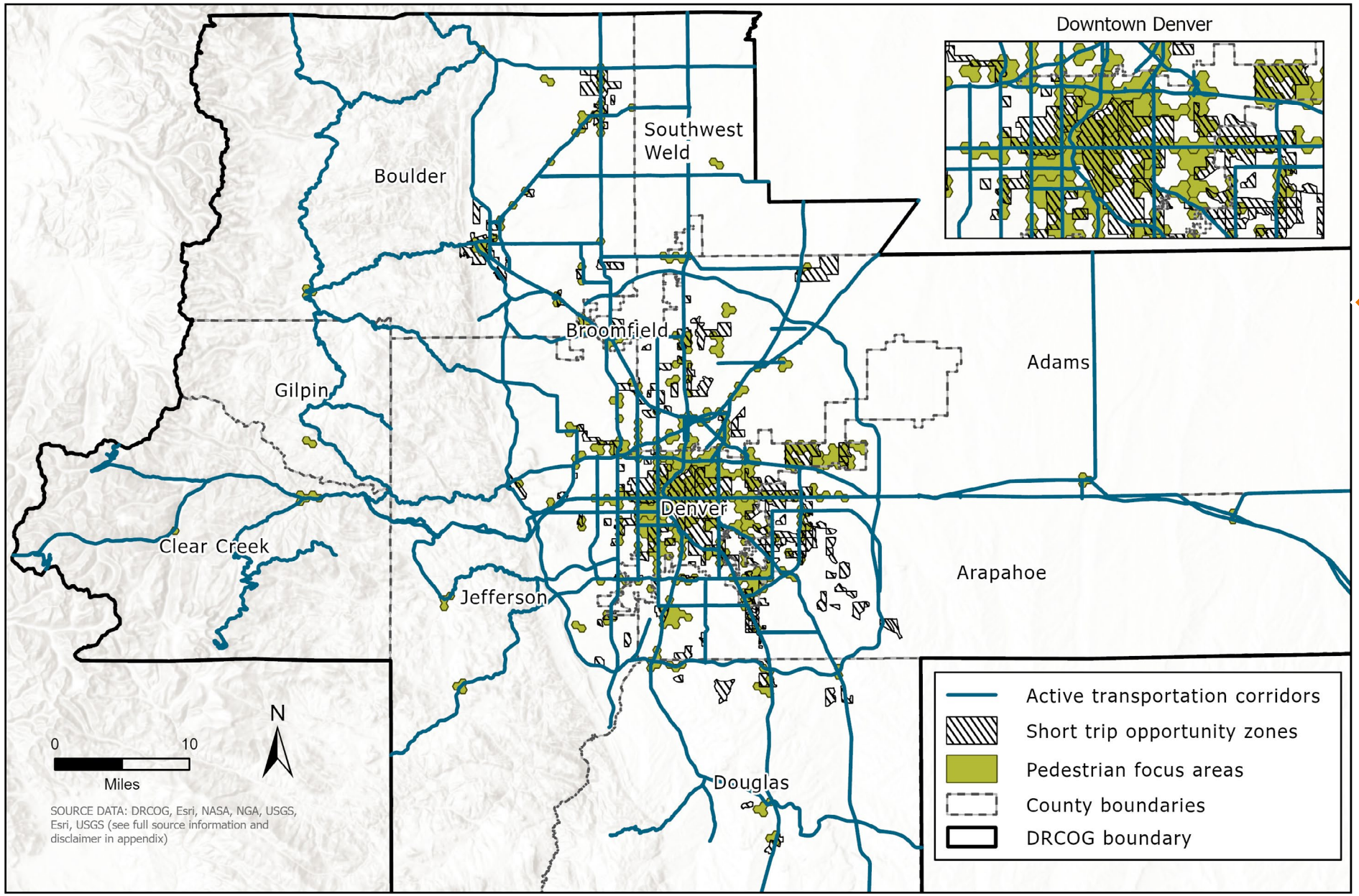
planning is the philosophy that streets should serve users of all modes, and that policymakers, planners and engineers should establish modal priority for each street based on use and context, and then prioritize space to serve those users facing barriers first. The Complete Streets typology places pedestrians in the highest modal priority for nearly all of the region's streets.

The toolkit provides guidance for developing inclusive and multifunctional streets, as well as applicable design tools and elements to support multimodal users. By aligning street designs with the Complete Streets typology, especially along the Regional Active Transportation Corridors, DRCOG staff and partners continue to advance an inviting and connected active travel system.

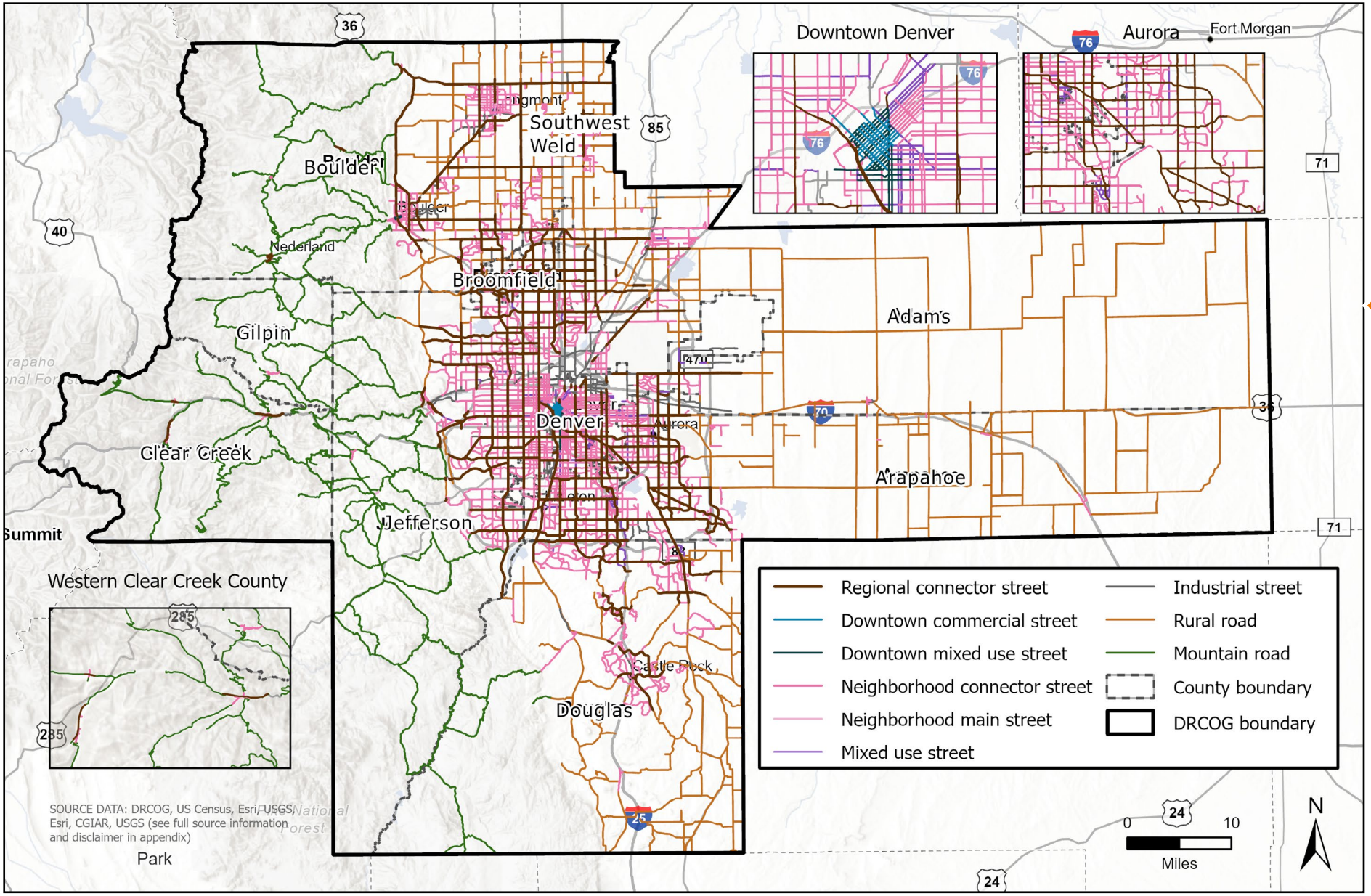


Photo by the City of Boulder, photo contest winner

Map 2.2: The regional active transportation network



Map 2.3: Regional Complete Streets



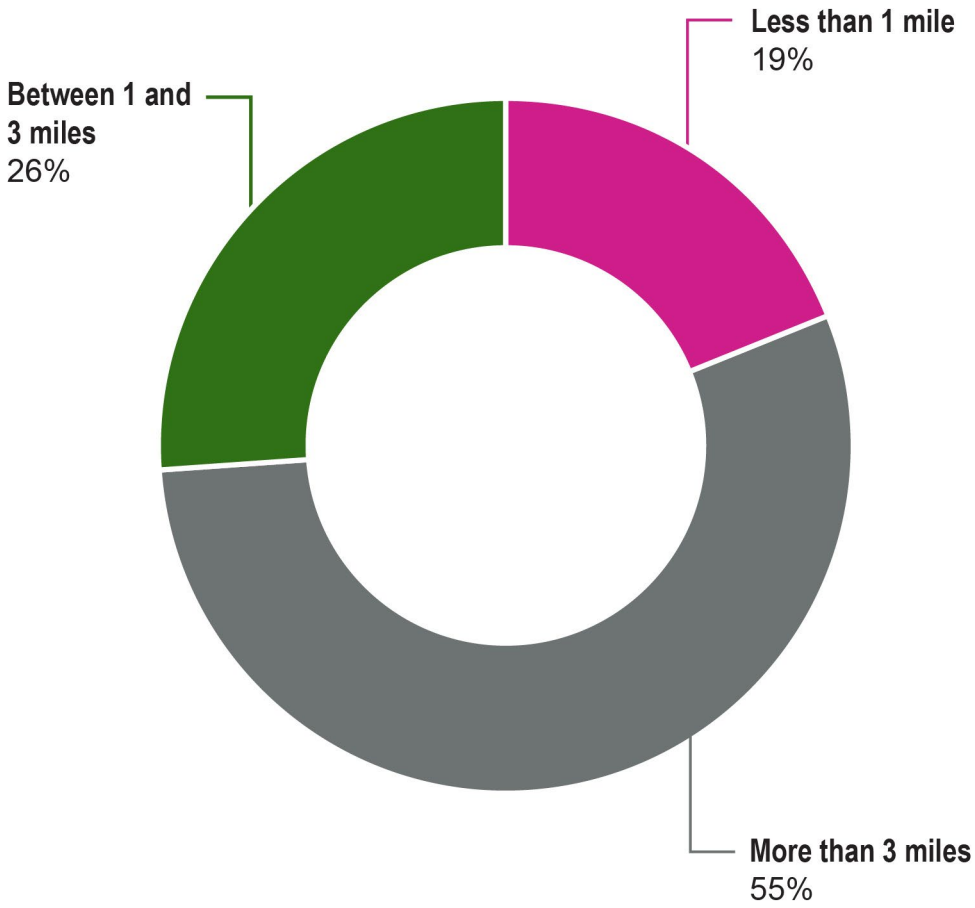
Focusing on short trips

In the Denver region, nearly 20% of single-occupant vehicle trips are less than a mile, and 45% are less than 3 miles. These short trips, which are often functional or social (such as travel to school, to run errands, to parks or to visit friends and family), can be made by active modes and are among the best candidates to shift from driving to walking or bicycling where complete and connected infrastructure exists.

The Active Transportation Plan identifies Short Trip Opportunity Zones, or the 2% of the region's land area where trips less than 2 miles by any mode are most concentrated, to help prioritize planning and investment in dense and connected local networks to support the shift to active transportation.

Nearly half of the region's trips are less than 3 miles, which represents the best opportunity to shift to a biking or walking trip.

Figure 2.5: Travel trends: short trips



Constructing and maintaining high-comfort facilities

Although Colorado's Front Range boasts a fantastic climate that is conducive to year-round walking and bicycling, four-season maintenance is essential to support active trips. As dedicated bicycling infrastructure has expanded in the region, local governments have invested in specialized sweep and plow vehicles to clear snow, ice, sand and debris from bikeways and paths, ensuring safe and comfortable access.

In most jurisdictions, sidewalks and pedestrian facilities are the responsibility of abutting property owners to construct, rehabilitate and maintain. However, local governments like the City and County of Denver have begun to take on more responsibility to track and maintain an accessible sidewalk network.



Photo by M.V. Jantzen, photo contest winner

Increasing supportive infrastructure and leveraging technology

People are more likely to walk or bicycle when street and path infrastructure is intuitive and responsive to users' needs and habits. During Active Transportation Plan engagement, residents identified core design elements such as human-scale lighting, shelters, seating, shade trees and greenery, and wayfinding as important enabling features for pedestrian travel. Families with young children and older adults especially rely on supportive infrastructure for walking trips. Bicyclists require secure parking and benefit from similar supportive elements such as lighting and wayfinding.

Traffic operations and technology can also provide critical support to active users. Traffic signals can be built to detect bikes and pedestrians. An intersection can have a bike-only or pedestrian-only phase. These and other treatments, like countdown timers and accessible pedestrian signals, can improve comfort and safety for people walking and bicycling. Additionally, integration with route-planning apps and real-time travel information at multimodal hubs support connections between active transportation and transit services, giving travelers multiple options and making it easier to move freely without relying on private vehicles. Finally, as discussed in the next section, encouragement and partnership programs provide helpful tools for enabling more residents to shift to active transportation.

Transportation demand management

Transportation demand management refers to a suite of strategies, including transportation services, infrastructure, policies, programs, and educational and marketing campaigns, that help people use the transportation system more efficiently and reduce the demand for vehicle travel, particularly drive-alone trips. Transportation demand management is a key strategy to help lower regional greenhouse gas emissions, provide transportation choices and enhance air quality.

In December 2023, DRCOG published the Transportation Demand Management Strategic Plan, which identifies nine key strategies for reducing single-occupant-vehicle travel:

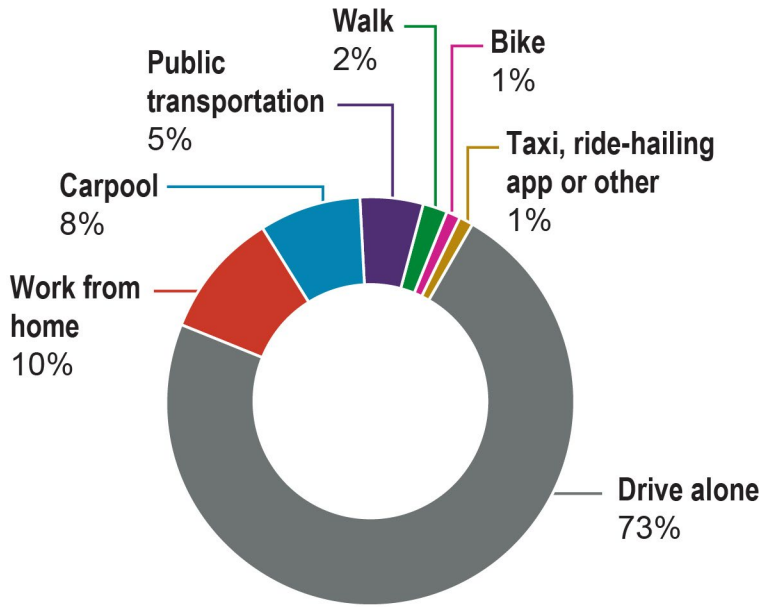
- **Mobility services:** Mobility services include a suite of travel options that increase mobility and access to transportation options, including transit service, microtransit, shared micromobility, car share or carpool, and Schoolpool.
- **Mobility technology:** Transportation technology supports multimodal travel, information-sharing and access to transportation options.
- **Transportation infrastructure:** Transportation demand management-supportive infrastructure makes active transportation and transit more convenient, safe and comfortable for travelers. Infrastructure can include mobility hubs, active transportation facilities and transit-supportive infrastructure.
- **Parking management:** Parking management effectively changes travel behavior through mode, time and location shifts. Strategies such as dynamic pricing, permitting and rezoning apply to both curbside and parking management.

- **Incentives for mode shift:** Financial incentives are effective at changing travel behaviors. Strategies include rewarding travelers for not driving alone, rebates for personal micromobility vehicles, tax benefits for employers and providing free or discounted transit passes.
- **Roadway management:** Roadway management strategies use financial levers to control traffic congestion, incentivize what types of vehicles are on the roadway and raise funding for infrastructure improvements.
- **Public policies:** Public policies may be implemented at the local, regional, state or federal levels. Creating or updating zoning codes and land use regulations is a highly effective strategy, as travel choice is most often based on land use context and density levels.
- **Employer programs:** Employers can allow remote work or flexible work hours to help reduce congestion by reducing the number of commute trips or shifting work hours to off-peak times, making it more convenient for workers to use scheduled public transportation or shared rides.
- **Education, outreach and marketing:** Education, outreach and marketing techniques represent a variety of ways to support transportation demand management goals, including travel training programs, transit access marketing plans and promotional events.

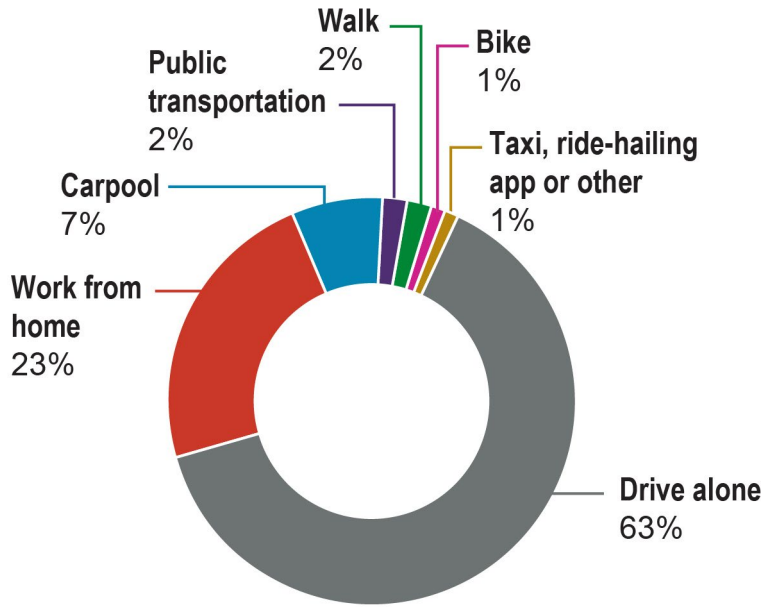
In addition to the Transportation Demand Management Strategic Plan, DRCOG also published the Transportation Demand Management Toolkit as a companion document. The toolkit describes 28 transportation demand management strategies in detail and includes resources and case studies.

Figure 2.6: How people get to work in the Denver region

2019



2024



Work-from-home rates in the region have doubled since the COVID-19 pandemic, while other ways of getting to work have mostly stayed consistent.

Transportation demand management partners

Regional agencies

CDOT's Office of Innovative Mobility works on transportation demand management-related efforts. CDOT developed a Statewide Transportation Demand Management Plan in 2019.

RTD provides and promotes transit-based commute options for the region's residents. In its First and Last Mile Strategic Plan, RTD highlighted the benefits of linking transit with tools like parking cash-out, transit passes and dynamic carpooling.

The Regional Air Quality Council partners with DRCOG and other agencies in the region to support commute choice. Its projects and programs, such as Simple Steps, Better Air, support commute choice and air quality improvement.

Way to Go

DRCOG's Way to Go program includes a formal partnership with eight transportation management associations in the region. The partnership collaborates to address traffic congestion and improve air quality by promoting and implementing a suite of commute choice services, including:

- Employer and community outreach.
- Regional marketing campaigns.
- Local promotion of commute options in each corridor or respective area.
- The MyWayToGo trip-planning platform.
- Guaranteed Ride Home services.

DRCOG's Way to Go team coordinates and hosts the region's Bike to Work Day event every June. In 2025, more than 14,000 people participated in Bike to Work Day. Evaluation of the annual event has shown that it draws participants from across a spectrum of bicycling behavior.

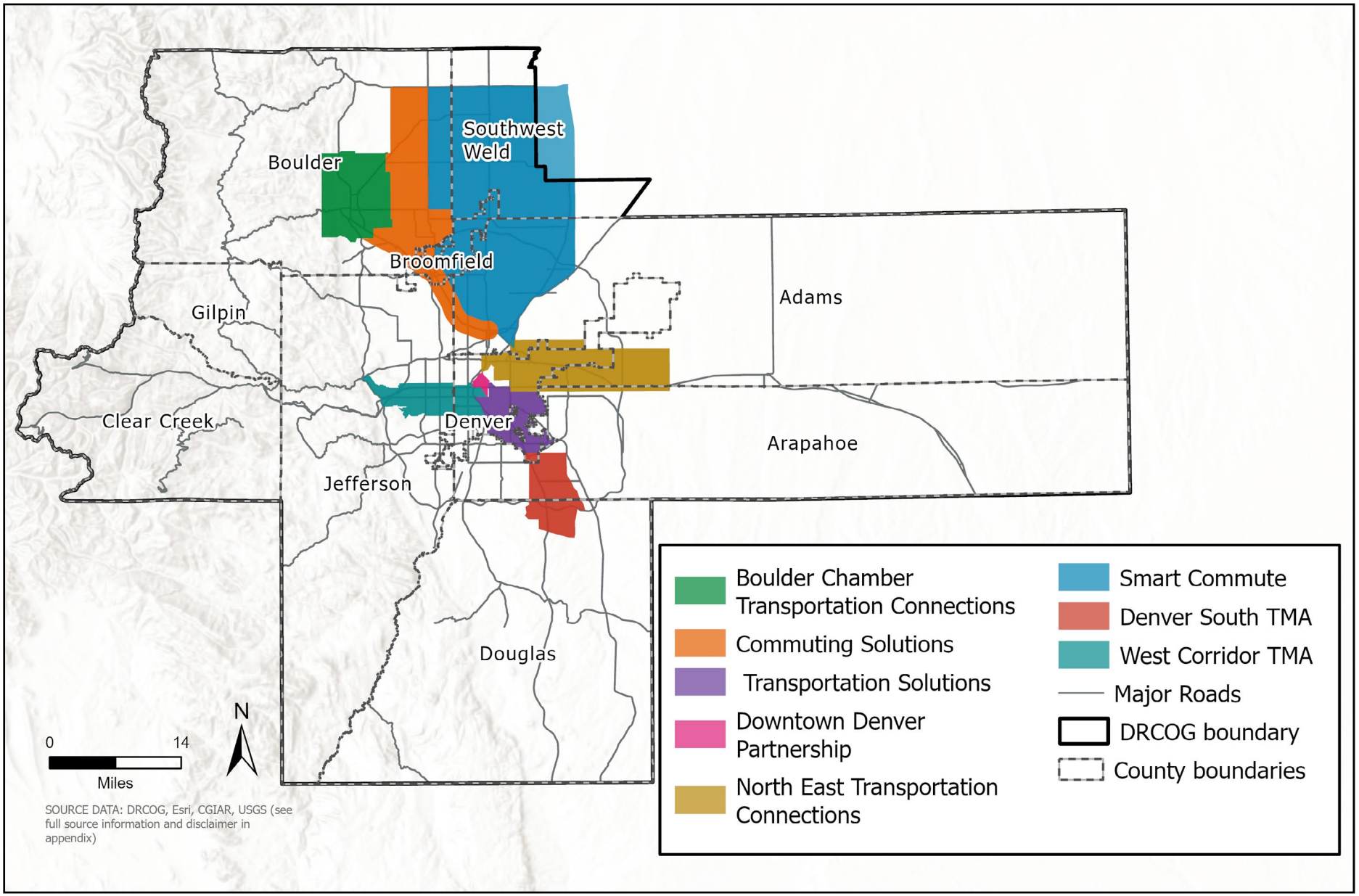
Way to Go's eight partner transportation management associations help local residents, employers and commuters learn about options for getting to and from work within specific corridors, communities or areas of the region. They include:

- Boulder Chamber Transportation Connections.
- Commuting Solutions.
- Denver South.
- Downtown Denver Partnership.
- Northeast Transportation Connections.
- Smart Commute.
- Transportation Solutions.
- West Corridor.

Way to Go staff perform outreach functions in areas not served by a transportation management association.

Go-Tober is Way to Go's annual employer-based commuting challenge. Participating employers compete by encouraging their employees to track their non-solo-driving trips during October. The challenge encourages employees to try various methods of getting to and from work, including carpooling, vanpooling, taking transit, biking, walking or telecommuting.

Map 2.4: Transportation management associations in the region



Emerging mobility

Emerging mobility technology and services are shifting transportation preferences and opportunities. Over the past decade, innovation in transportation technology has included the introduction of dockless shared micromobility, the proliferation of connected vehicles and associated technologies, the deployment of automated vehicles and the expansion of mobility-on-demand services.

Mobility-related technology and services broadly affect the entire transportation system, from trip planning and payment to traffic signal systems and vehicle technology. While elements of transportation technology may be described elsewhere in the plan, this section specifically addresses emerging mobility technology and services. Benefits of emerging mobility technology and services can include things like new or expanded transportation modes, first- and last-mile connections to transit, and increased access to transportation services.

Emerging mobility technology and services also bring potential challenges, such as competing curbside uses, varying scales of technology-related governance and accessibility. DRCOG convenes partner agencies through the Advanced Mobility Partnership to collaborate and share information related to emerging mobility practices in the Denver region.

Shared mobility

In the emerging mobility context, “shared mobility” refers to the technology-enabled sharing of vehicles and services. Shared mobility has opened the door for many communities to consider how emerging trends such as mobility as a service, curbside management, mobility hubs and a digital environment can both support shared mobility and integrate emerging technology into the transportation landscape.

Shared micromobility

Shared micromobility refers to low-speed, lightweight, small, human- and electric-powered transportation devices like bikes and scooters, which are available for short-term rental in designated service areas. Use of these services has exploded in popularity in the Denver region — since 2018, there have been over 35 million shared bike and scooter trips regionwide. DRCOG staff continue to work with local agencies through a regional Micromobility Work Group to better plan for and accommodate shared micromobility as part of the transportation system. In 2025, DRCOG updated its Shared Micromobility in the Denver Region resource with lessons learned and opportunities for implementation.

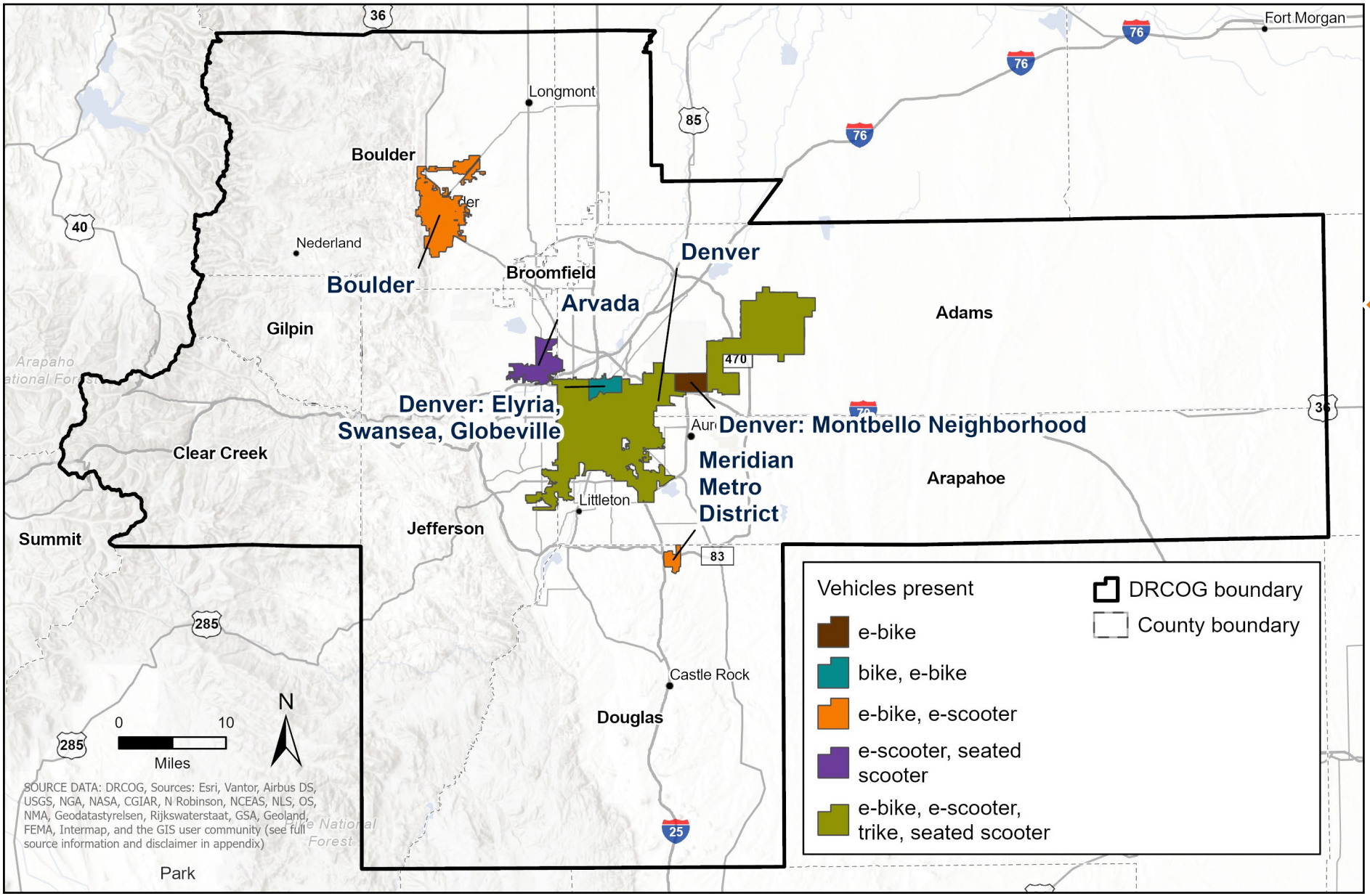
Car sharing

Car sharing is a service through which people share passenger vehicles. Car sharing programs enable car-free and car-light lifestyles by allowing individuals short-term use of a car when they need one. Car-sharing programs have evolved with technology to allow app-based trip reservations and payment. The Denver region has hosted several types of car sharing, from one-way, free-floating operations to roundtrip, station-based car-sharing programs. The region’s car-sharing programs are operated by companies like Colorado CarShare and Zipcar, along with peer-to-peer car-sharing options.

In 2019, DRCOG worked with CDOT, RTD and the Denver Metro Chamber of Commerce to publish the Mobility Choice Blueprint, which considered how new transportation technologies will transform the way people move around the Denver region. The plan identified 34 tactical actions in several focus areas for the region to consider as partner agencies plan for emerging mobility and transportation technology.

In late 2019, the same partner agencies established the Advanced Mobility Partnership. The partnership serves as a regional forum for collaboration and coordination on transportation technology-related projects and programs.

Map 2.5: Currently operating shared micromobility programs



Microtransit

Microtransit is a flexible, on-demand or fixed-route transportation service that bridges the gap between traditional public transit and ride-sharing. Vehicles are often smaller than full-sized buses, use an app-based or call-in reservation system for on-demand trips and often serve a smaller geographic area than regional fixed-route transit. Microtransit is often deployed to expand demographic reach, usually serving populations that are low-density, low-income or lacking other reliable transportation options. Microtransit services extend the reach of RTD's fixed-route transit service and represent a convenient option for travelers.

Vehicle technology

Advances in vehicle technology have sparked public interest in the evolution of the transportation system for decades. With the right planning, connected, automated, shared and electric vehicle technologies have the potential to support positive outcomes for the region's future transportation system. Partner agencies are working together through the Advanced Mobility Partnership to help the region prepare for and adapt to changes in vehicle technology.

Electric vehicles

Electric vehicles derive all or part of their power from electricity supplied by the electric grid. Electric vehicle types include all-electric and plug-in hybrid vehicles. Recent advances in electric vehicle and battery technology have paved the way for a variety of electric vehicle types.

Publicly accessible electric vehicle charging stations are now a critical part of transportation infrastructure. As of April 2026, Colorado has more than 209,105 electric vehicles on the road, more than two-thirds of which are in the Denver region. DRCOG has partnered with CDOT in efforts to increase the amount of electric vehicle charging

points, which will encourage continued deployment of electric vehicles and support improved air quality and reduction of greenhouse gas emissions. The 2023 Colorado Electric Vehicle Plan set a goal to have 940,000 light-duty electric vehicles in Colorado by 2030. While replacing internal combustion engine vehicles with electric vehicles has clear public health and environmental benefits, electric vehicles do not reduce the number of vehicles on the road, nor do they fundamentally change how often or how far people drive.

Connected vehicles

Connected vehicles are equipped to communicate with and receive alerts from other vehicles, roadway infrastructure, transportation management centers and personal electronic devices like smartphones. The benefits of connected vehicles include reducing crashes, fatalities, and serious injuries; improving travel reliability; and increasing the energy efficiency of traveling vehicles.

CDOT began preparing its physical and digital infrastructure for connected and automated vehicles in 2016 with deployment of roadside units along I-70 from Golden west toward Vail. Today, hundreds of miles of highways are equipped with roadside equipment. Additionally, the City and County of Denver has installed roadside equipment on arterial roadways, connecting with the existing traffic signal infrastructure.

CDOT's Connected Vehicle Manager Tool tracks emergency and maintenance vehicles and hard braking events and facilitates snowplow signal priority. Similarly, the City and County of Denver's Enterprise Data Management facilitates snowplow signal priority and compares real-time signal operations with baseline conditions.



Photo by Stephen Martinez/CDOT

Automated vehicles

Automated vehicles include those with automated driver-assistance features, like automatic emergency braking or lane departure assistance, as well as driverless vehicles, sometimes referred to as autonomous vehicles. The Society of Automotive Engineers defines six levels of driving automation ranging from zero (fully manual) to five (fully autonomous). The levels have been adopted by the U.S. Department of Transportation.

Depending on their level of automation, such vehicles have various benefits. A highly anticipated benefit of widespread automated vehicle use is improved safety; however, automated driving systems levels zero to four are designed to assist drivers, not serve as a replacement for responsible decision-making. Weather conditions, roadway design, construction zones and unexpected hazards still require human judgment and intervention.

In the Denver region, several automated vehicle pilots, including the 61AV Demonstration Project and the City of Westminster's EasyMile pilot, have tested automated vehicle shuttles in various conditions. In 2025 Waymo launched a fleet of its vehicles to start mapping in Denver and began operating in summer 2026. Automated vehicles are regulated at the state level, and automated driving system operations that cannot meet all federal and state laws are overseen by the Autonomous Mobility Task Force, a joint body of the Colorado State Patrol, Colorado Department of Revenue and CDOT.

Digital infrastructure

Roadway infrastructure technology

Thousands of transportation operations staff work to provide the best mobility services and facilities to people and businesses across the region every day. Snowplow drivers, rail and bus operators, maintenance crews, emergency responders, traffic management center staff, law enforcement personnel, RTD dispatchers, shared mobility providers and many others all work tirelessly to keep the transportation system operating safely and efficiently. Leveraging technology and systems, transportation operations staff continually monitor operations to quickly identify and address disruptions.

Realizing the benefits of connectivity and automation requires both physical and digital infrastructure. Roadside equipment must communicate with vehicles and other traveler devices. Such roadway infrastructure must be connected by a robust fiber and wireless communications system to traffic management centers throughout the region. Additionally, the physical infrastructure must be connected to and supported by a digital infrastructure that collects, consolidates, analyzes and disseminates data for use by operators, travelers and businesses. DRCOG's Regional Transportation Operations and Technology Strategic Plan outlines several infrastructure-related priorities needed to fully realize a connected environment.

Mobility data

As technology is increasingly part of transportation options, digital infrastructure can support people traveling and the people responsible for maintaining, operating and evaluating components of the transportation network. DRCOG staff are working with partners in the region to plan for and deploy systems for data sharing and management of the transportation system's digital components, from live vehicle feeds of shared scooter and bike systems to digitizing and sharing information about curbs and associated restrictions or infrastructure in the right of way.



Photo courtesy of CDOT

Aviation

Air transportation's role in the regional and statewide economy makes it an important element of the regional transportation system. Residents, visitors, business professionals, emergency service providers, flight training operations and air cargo shippers depend on airports for their livelihoods, quality of life, and access to the national and global transportation system. Denver International Airport, Centennial Airport and Rocky Mountain Metropolitan Airport are also considered freight clusters in DRCOG's Regional Multimodal Freight Plan.

In 2025, the CDOT Division of Aeronautics conducted the Colorado Aviation Economic Impact Study. The study evaluates the economic impact of on-airport activities and visitor spending at each participating airport. It also explores the role of airports in facilitating air cargo operations, driving economic growth and supporting Colorado's agriculture industry. The study highlighted a 42% increase in annual business revenue associated with Colorado airports from 2020 to 2025.



Photo by Shahn Sederberg/CDOT

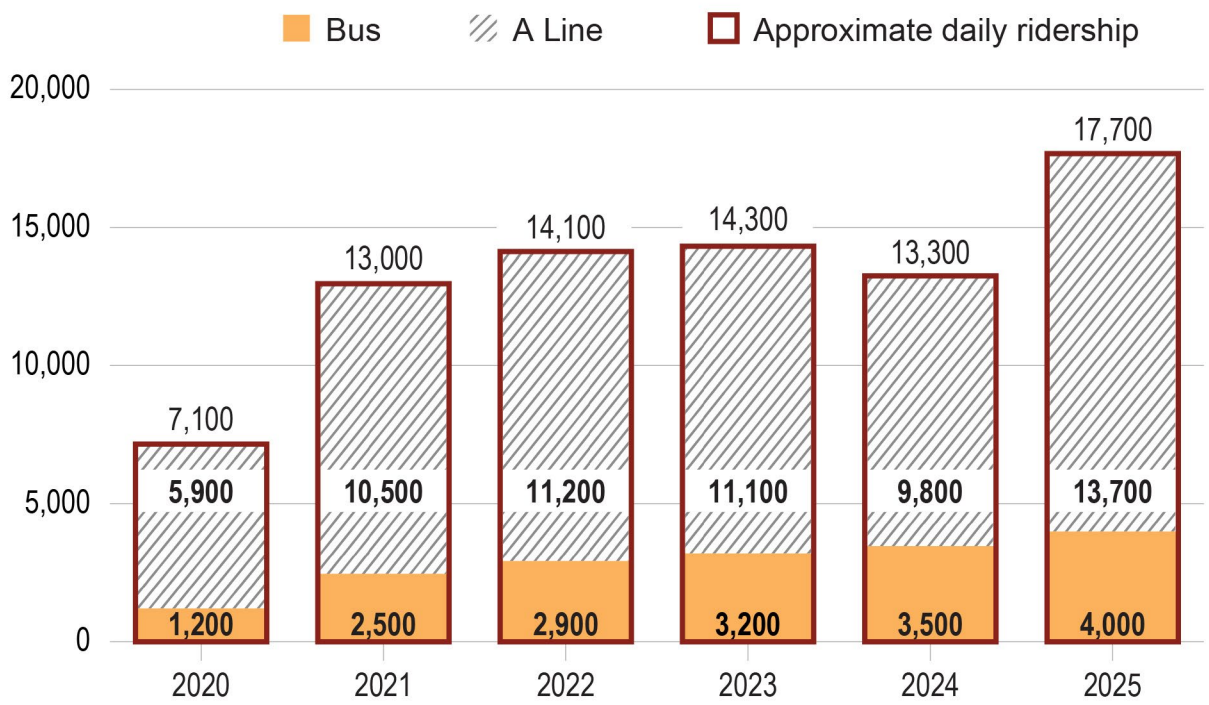
Denver International Airport

Covering approximately 53 square miles, the Denver International Airport is the largest aviation economic generator in Colorado and one of the largest airports in the world by land area. The airport provides connections to national and international destinations. According to Airports Council International, in 2024, Denver International Airport ranked as the third busiest airport in North America for the fourth year in a row and the sixth busiest airport in the world for the second year in a row.

Airport staff are planning major infrastructure improvements and implementing a real estate strategic development plan, with a 2024-2035 Capital Improvement Plan valued at roughly $4 billion. The most significant project is a $2.1 billion overhaul of the Jeppesen Terminal that includes two new security checkpoints. The phased project should be completed by the end of 2027. On the concourse side, Concourse A East was renovated and expanded in 2024, adding four gates. Other near-term projects include a planned seventh runway and the expansion of Concourse C West to add 11 new gates and new concessions areas.

Access to Denver International Airport includes roadway and transit connections. Peña Boulevard is the 11-mile highway corridor connecting I-70 to Denver International Airport, with daily traffic growing by over 80% since the roadway was built three decades ago. The airport, in partnership with the City and County of Denver, began a full environmental process in 2025 to study roadway capacity improvements. RTD's A Line connects airport passengers and workers from the airport to downtown Denver via eight stations. Completed in 2016, the line logged over 6.1 million boardings in 2023.

Figure 2.7: RTD daily ridership to and from Denver International Airport (2020-2025)



In 2025, Denver International Airport handled more than 82 million passengers, including nearly 5 million international passengers. Approximately 40,000 people work at the airport, with an economic impact to the region estimated at $36 billion and 221,000 jobs. By 2045, the airport estimates its economic impact will grow to $71 billion and 447,000 jobs regionwide.

Buckley Space Force Base

The only military airport within the region is Buckley Space Force Base, renamed from Buckley Air Force Base in June 2021. The base's host unit, Space Base Delta 2, provides installation support for a joint, total force and coalition base in all but name, including approximately 3,000 active-duty members from every service, 4,000 National Guard personnel and reservists, four commonwealth international partners, 2,400 civilians, 3,500 contractors, and approximately 88,000 retirees, veterans and dependents combined. The base is home to 117 mission partners, including six major partners: Delta 4 (Missile Warning Delta), the 140th Wing of the Colorado Air National Guard, the Navy Operational Support Center, the Aerospace Data Facility-Colorado, the Army Aviation Support Facility and the Air Reserve Personnel Center. In 2025, Buckley contributed more than $2.4 billion to the local economy.

Buckley Space Force Base continues to invest in installation infrastructure, including a new on-base power substation and planned microgrid to strengthen installation resilience. DRCOG staff maintain relationships with both Buckley Space Force Base and its affiliated stakeholders.

Rocky Mountain Metropolitan Airport

Rocky Mountain Metropolitan Airport serves as a key gateway to the region, connecting Denver to destinations across the country and around the world while supporting workforce development through aviation education and training programs. It is the second busiest general aviation airport in Colorado and currently has three runways and 450-plus based aircraft.

CDOT's 2020 Colorado Aviation System Plan focuses on four goals for Colorado's airport system. For each goal, the plan identifies several performance measures and objectives to provide a baseline for the infrastructure, facilities and service capabilities required to support the type and volume of aviation activity at each airport. The plan identifies gaps between the airport's existing condition and the needs to satisfy performance measures, facility and service objectives, as well as future facility needs anticipated by aviation demand forecasts. The plan also includes report cards detailing each airport's future needs. Denver International, Centennial and Rocky Mountain Metropolitan airports are investing in expansion of airfield facilities to address demand.

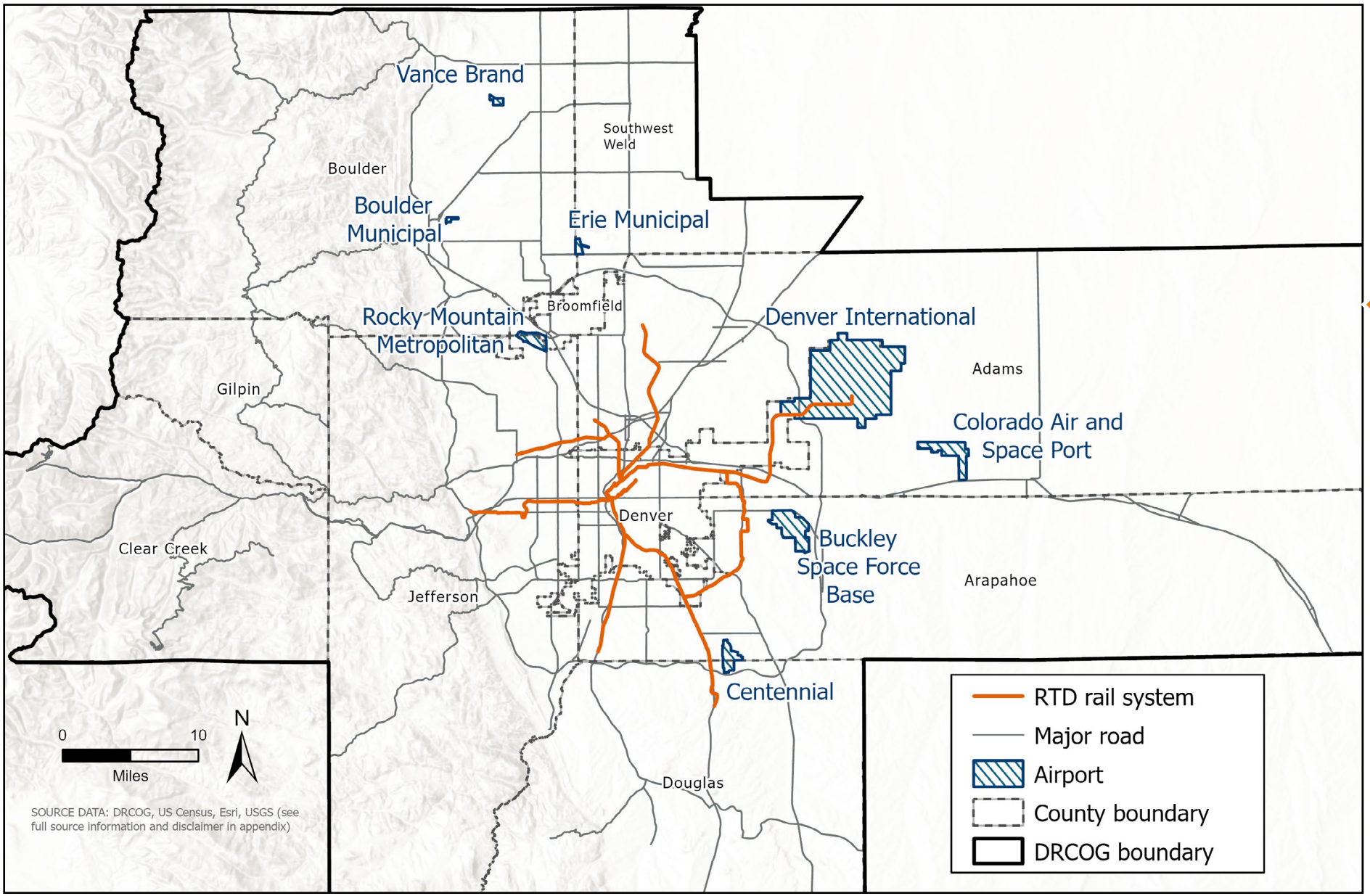
Centennial Airport

Centennial Airport is one of the busiest general aviation airports in the nation and the busiest in Colorado, providing critical access for business aviation, medical transport, flight training and air cargo operations. Located in south Denver, Centennial Airport opened in 1968 and currently has three runways and 850-plus based aircraft.



Photo by Shahn Sederberg/CDOT

Map 2.6: The region's airports



Safety

Traffic-related deaths and serious injuries are a critical and preventable public health epidemic that disproportionately impacts marginalized communities. DRCOG, its member governments and partner agencies are responsible for implementing projects and initiatives that will reduce serious injuries and fatalities and provide safer transportation systems.



Photo by the City of Boulder, photo contest winner

Figure 2.8: Reported crashes by travel mode (2010-2024)

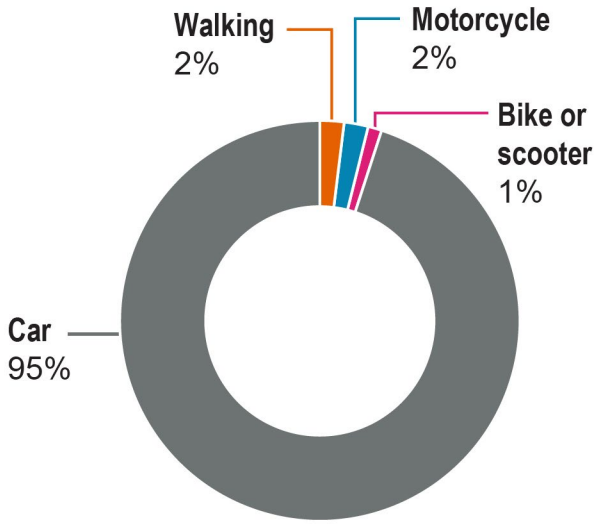
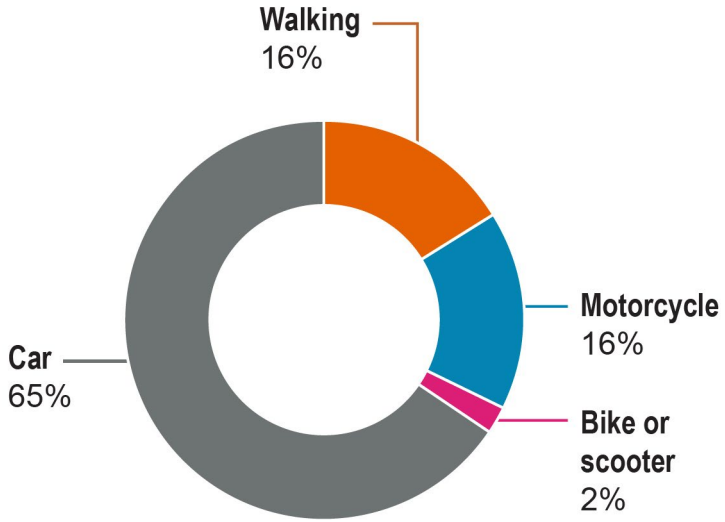
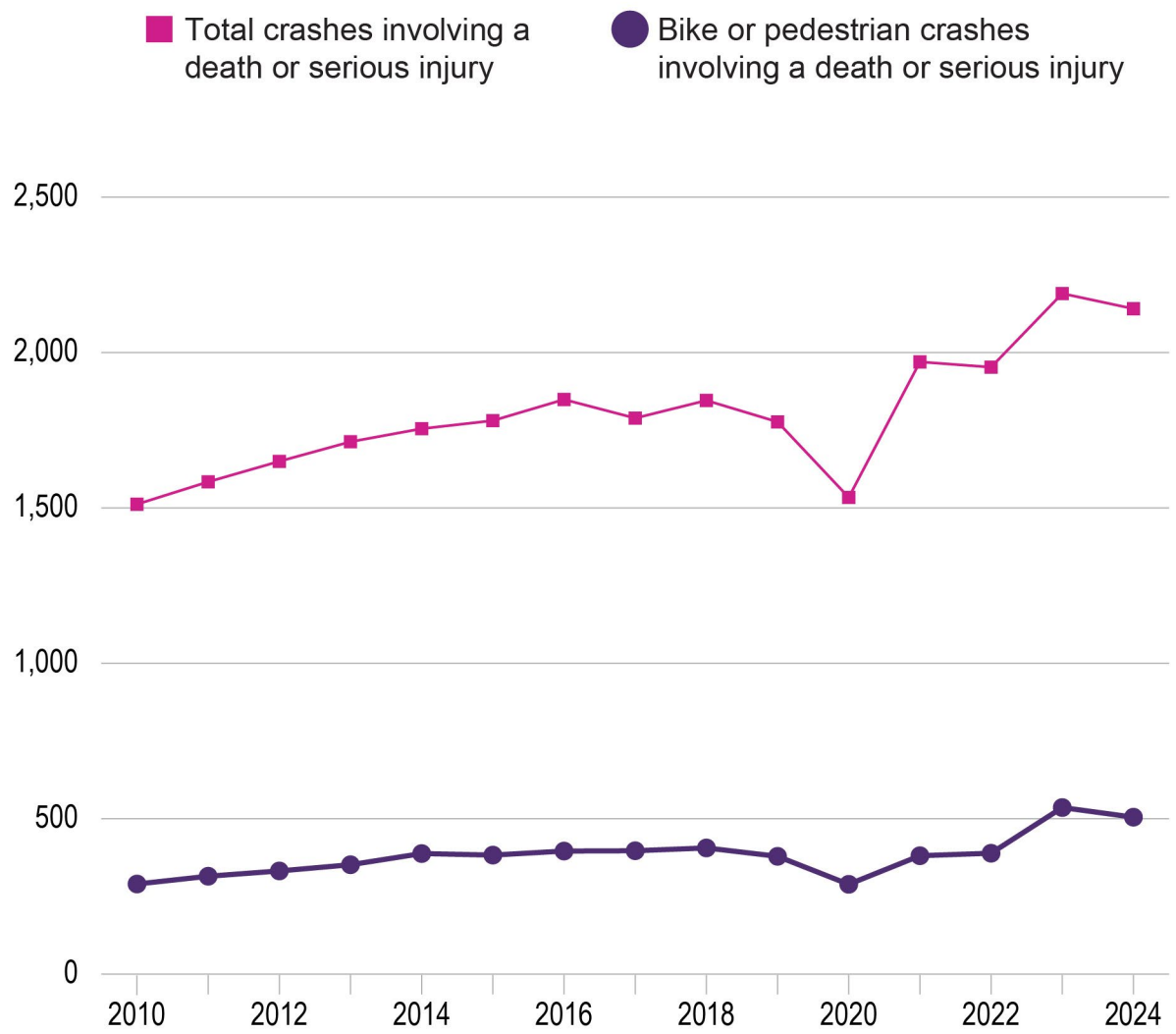


Figure 2.9: Fatal crashes by travel mode (2010-2024)



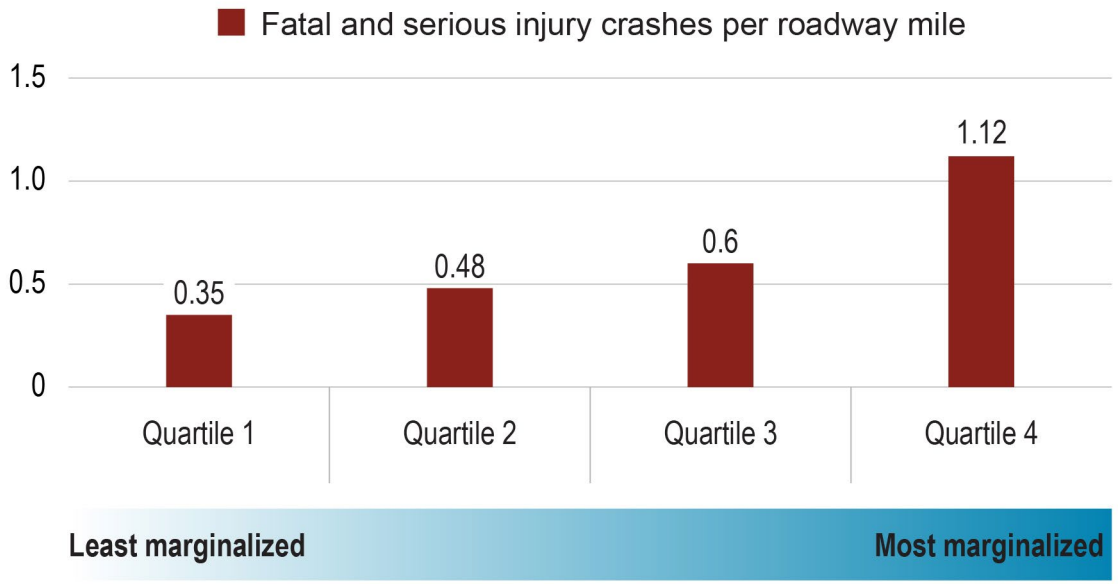
While the overall percentage of reported crashes involving people walking, biking or riding a motorcycle is small, the percentage of fatal crashes that involve walking, biking or riding a motorcycle is disproportionately high. Between 2010 and 2024, 16% of fatal crashes involved a person riding a motorcycle, 16% involved a pedestrian, and 2% involved someone riding a bicycle or scooter.

Figure 2.10: Fatal and serious injury crashes over time



There were an estimated 9,647 fatal or serious injury crashes in the region from 2020 to 2024. The human toll of the crashes is significant: At least 1,563 people were killed, and 9,585 people were seriously injured.

Figure 2.11: Fatal and serious injury crashes by Community Index quartile



DRCOG's Community Index analyzes each census tract in the region for key populations. A census tract in Quartile 3 or 4 may indicate a high concentration of marginalized communities.

Regional Vision Zero

Vision Zero is a transportation safety philosophy based on the principle that death is not an acceptable mobility outcome.

Vision Zero is a useful framework to guide decisions to eliminate traffic-related deaths and serious injuries in the transportation system. Vision Zero recognizes that humans make mistakes, and therefore the transportation system should be designed to minimize the consequences of human error.

In June 2020, DRCOG's Board of Directors adopted Taking Action on Regional Vision Zero, a safety action plan that established a target of zero fatalities and serious injuries for the region's transportation system. Taking Action on Regional Vision Zero includes detailed descriptions of six safety objectives:

- Improve collaboration between allied agencies.
- Increase awareness and adoption of Vision Zero.
- Design and retrofit roadways to prioritize safety.
- Improve data collection and reporting.
- Increase funding and resources.
- Increase legislation support that results in safety improvements.

DRCOG staff convene partner agencies through the Regional Vision Zero Working Group to collaborate and share information related to traffic safety.

The Vision Zero approach is fundamentally different from the traditional traffic safety approach in American communities in six key ways:

- Reframes traffic deaths as preventable.
- Integrates human error into the approach.
- Focuses on preventing fatal and serious crashes rather than eliminating all crashes.
- Establishes safe systems that prioritize human life when designing a road network.
- Applies data-driven decision-making.
- Establishes road safety as a social issue.

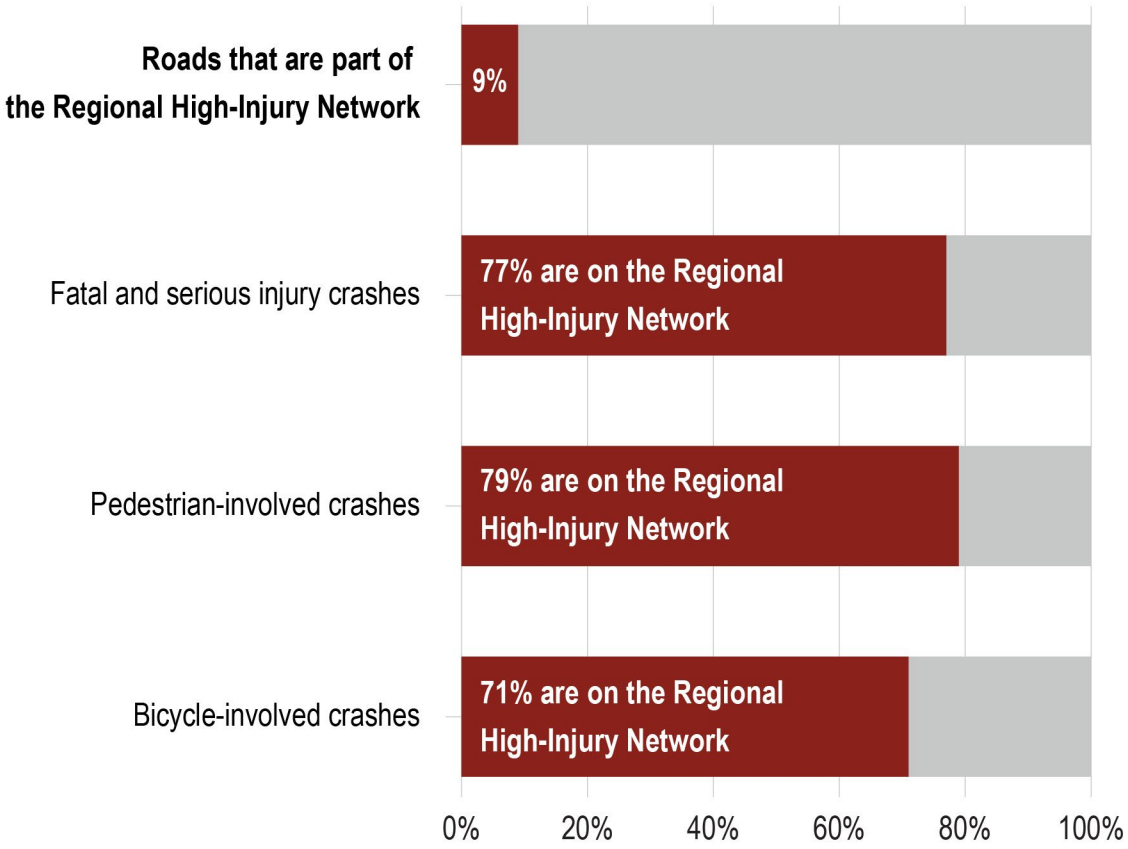
Taking Action on Regional Vision Zero includes a toolkit for local governments to use to prioritize safety and encourage Vision Zero adoption and local safety plan development. Ideally, local governments will use the plan to work strategically to eliminate serious injury and fatal crashes. The plan includes:

- **Regional High-Injury Network and critical corridors:** The Regional High-Injury Network identifies the roadways with the highest number of crashes that result in death or serious injury. Critical corridors are segments along the Regional High-Injury Network that have the highest density of crashes involving death or serious injury.
- **Crash and behavior profiles:** Crash profiles describe the most frequently occurring crash types that result in fatalities or serious injuries. Behavior profiles describe the human behavior that contributed to a crash.
- **Local adoption:** DRCOG staff suggest that member governments adopt a Vision Zero goal, Vision Zero planning or other strategic safety efforts that can contribute to the elimination of fatal and serious injury crashes.
- **Proven Safety Countermeasures:** The Federal Highway Administration's Proven Safety Countermeasures are 28 strategies effective in reducing roadway fatalities and serious injuries. The strategies can benefit all road users and road types.
- **Regional Vision Zero Implementation Plan:** The implementation plan is an action-item-based plan built around each of the six safety objectives laid out in Taking Action on Regional Vision Zero. Each objective is supported by action items assigned to lead agencies with accompanying timeframes and expected impact.



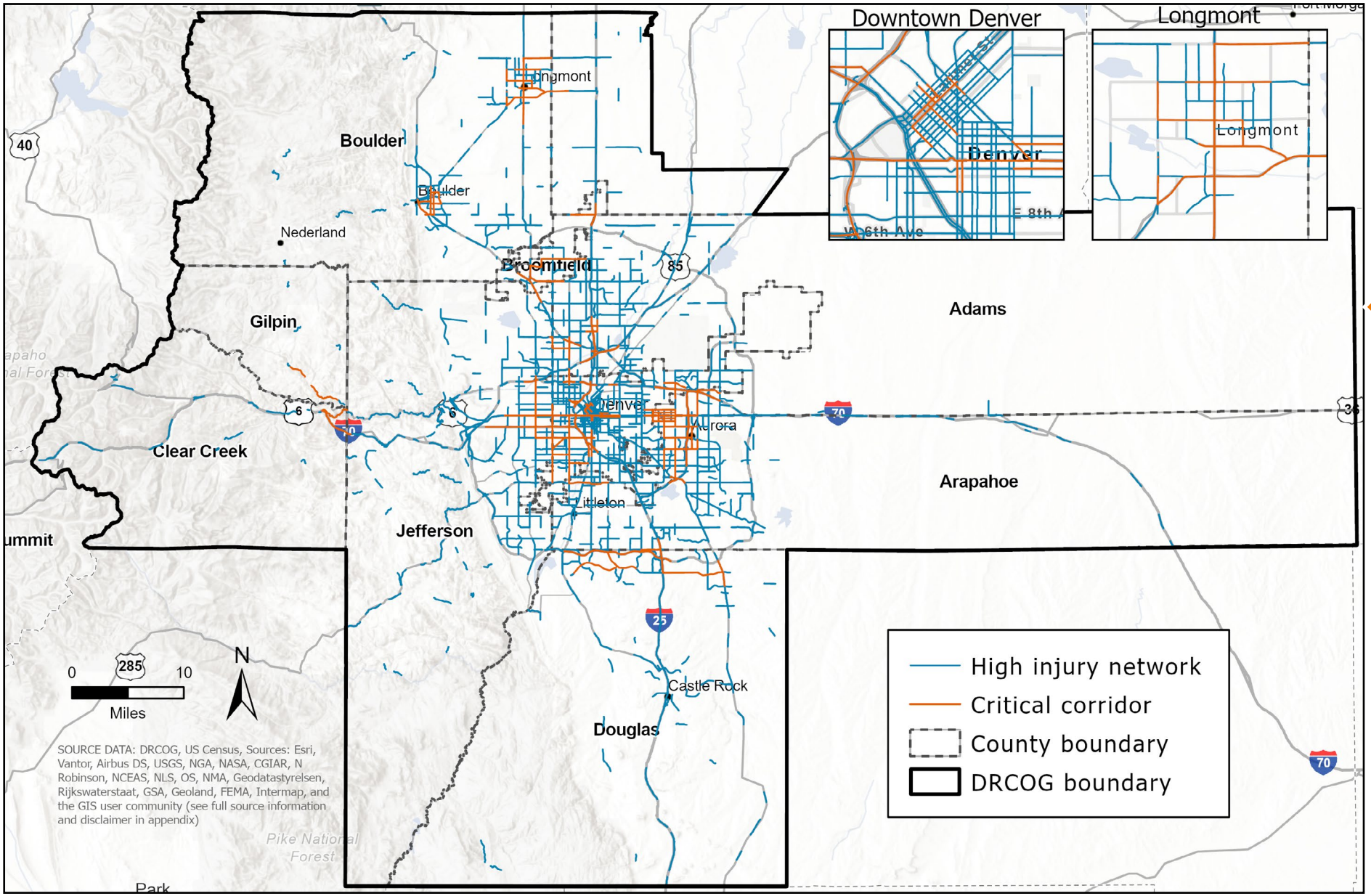
Photo by Kathryn Rush/DRCOG

Figure 2.12: The Regional High-Injury Network



The majority of serious crashes occur on a small number of the region's roads.

Map 2.7: Regional High-Injury Network and critical corridors



Regional Crash Data Consortium

Crash data serves as a cornerstone of transportation-related planning and policymaking in the region. DRCOG received a grant from the National Highway Traffic Safety Administration's Section 405(c) to research and demonstrate the importance of a Regional Crash Data Consortium. Between 2022 and 2024, DRCOG staff convened regional and state stakeholders to understand crash data and the challenges faced in collecting, accessing and interpreting the data. Staff then developed recommendations and strategies to improve crash data collection, processing and analysis in the region. Staff have continued to convene the Regional Crash Data Consortium as a part of Regional Vision Zero following the end of the grant funding.

Promptly obtaining accurate crash data and sharing it with local governments, safety-focused interest groups and the public could inform decision-making to significantly reduce fatal and serious injury crashes in the region. DRCOG staff work to improve the accuracy, use and coordination of crash data at the regional level to ultimately achieve regional traffic safety goals.

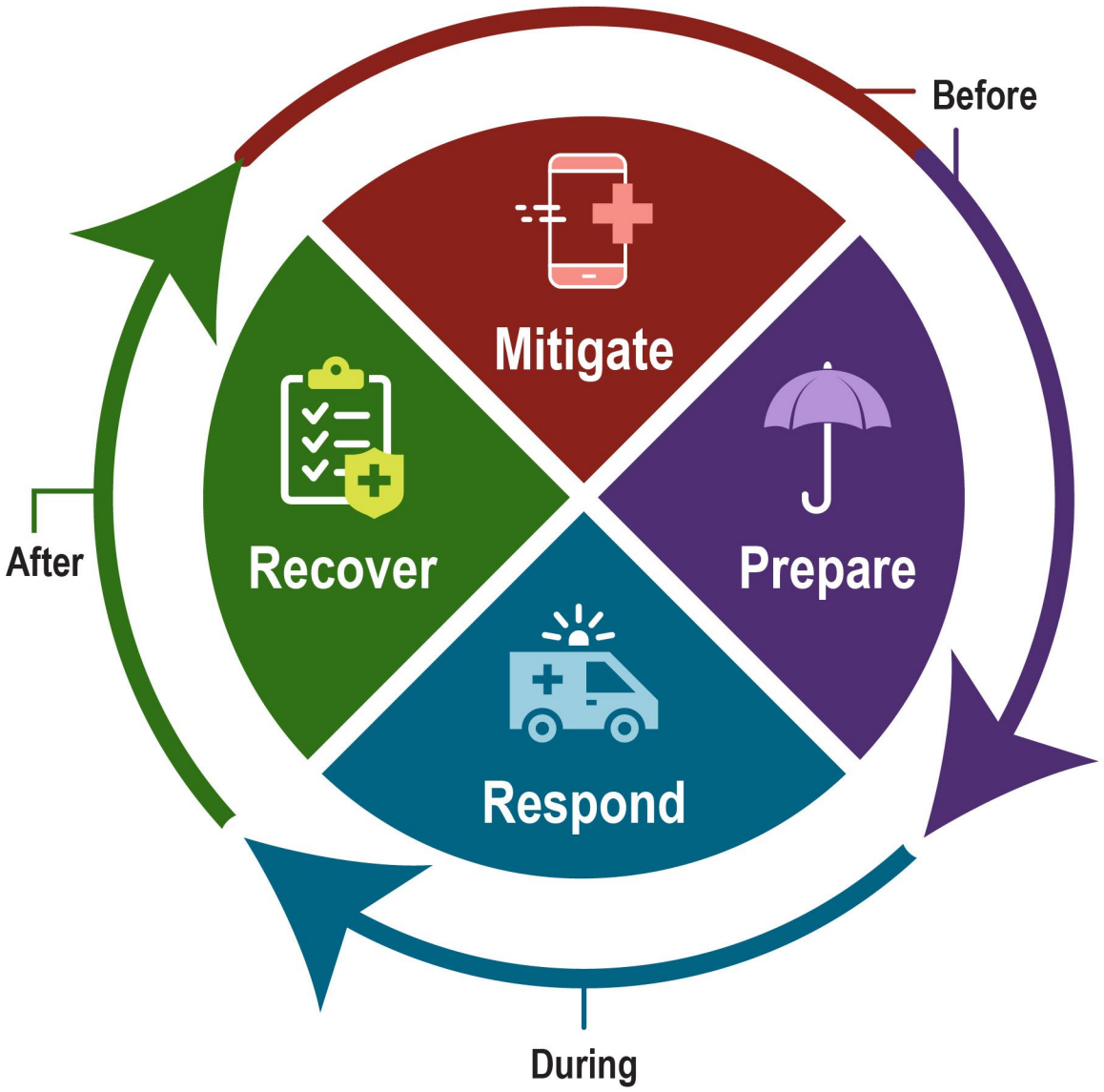
Security and resilience

The security and resilience of the transportation system refers to its ability to provide safe and reliable service in the event of an emergency, threat or shock. Whether natural or human-caused, such events can affect both physical and digital infrastructure and communications systems and devices. Users of all types of facilities, including airplanes, transit vehicles, roadways, tunnels, sidewalks and shared-use paths, expect them to be safe and reliable. Transportation system users also expect communication, fuel and power-generation systems to be secure. Emergency management planners consider it critical to plan for emergencies, threats and shocks to ensure the transportation system's resilience. They also recognize the transportation system as a critical resource to support emergency response and recovery. The transportation community has an equally significant role in assisting in all aspects of security mitigation, preparation, response and recovery.

As required by the U.S. Department of Homeland Security, the State of Colorado established nine All-Hazard Emergency Management Regions to improve interjurisdictional communication and coordination for emergency preparedness and response. Dozens of federal, state, regional, local and private entities representing multiple disciplines participate in security planning. The North Central All-Hazard Emergency Management Region, which largely encompasses the Denver region, has primary responsibility for coordinating security planning, training and exercises. DRCOG staff participate on applicable committees to help provide information and facilitate coordination among emergency management planning and related transportation planning efforts.

Emergency management is a continuous process with varying stakeholder roles and responsibilities before, during and after emergency events, as depicted in Figure 2.13.

Figure 2.13: Emergency management activity flow



Mitigate: Prevent future emergencies or minimize their effects.

Prepare: Take actions ahead of time to be ready for an emergency.

Respond: Protect life and property in an emergency.

Recover: Rebuild from an emergency.

Source: Adapted from the Community Emergency Response Guide of Fairfax County, Virginia.

Freight

With over 3 million residents, 1.7 million workers, 119,000 businesses and 18 million visitors, the Denver region relies on the multimodal freight system to move millions of individual products. This makes the region attractive for growth in freight-related industries and underscores the importance of strong regional freight planning. Key assets include three interstates, multiple Class I railroads and intermodal facilities that include Denver International Airport, transload sites, petroleum pipeline breakout points, and a wide range of industrial and commercial centers.

Its freight systems position the region as a critical gateway to the Mountain West, enabling the efficient movement of nationally significant supply chains and connecting Colorado's communities and industries to domestic and global markets. For example, newly manufactured vehicles are shipped into Denver's intermodal rail facilities for sale across the region and the Mountain West. Oil and petroleum products are moved by pipeline, truck and train within the region and to the Western Slope. Milk, cheese, chocolate, pet food, beef, and a range of natural and locally made food products are distributed across the region and shipped out to the rest of the country and world.

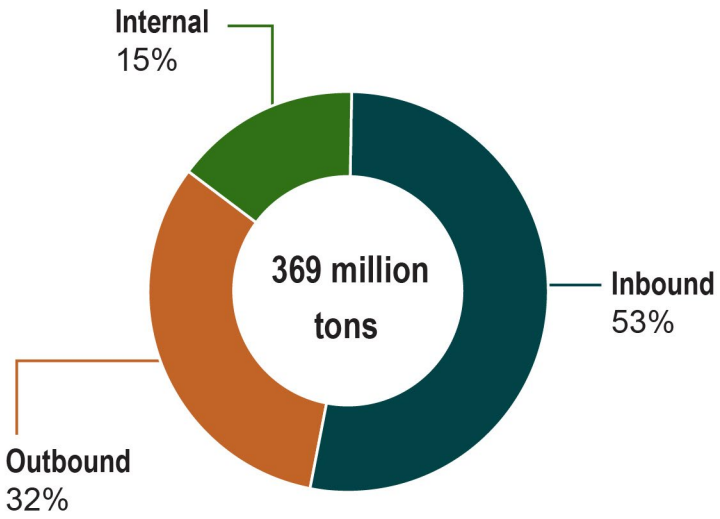
An update is underway to DRCOG's Regional Multimodal Freight Plan, originally approved in 2020. DRCOG staff are coordinating the plan update, guided by an advisory committee of local government staff and industry stakeholders. The plan provides a strategic view of significant freight issues, challenges and opportunities that the region's communities can address. The updated plan will refresh, refine and visualize freight plan data; consider regulatory and policy issues; incorporate interrelated freight topics; and create a process for identifying and prioritizing projects and improvements.

Freight trends

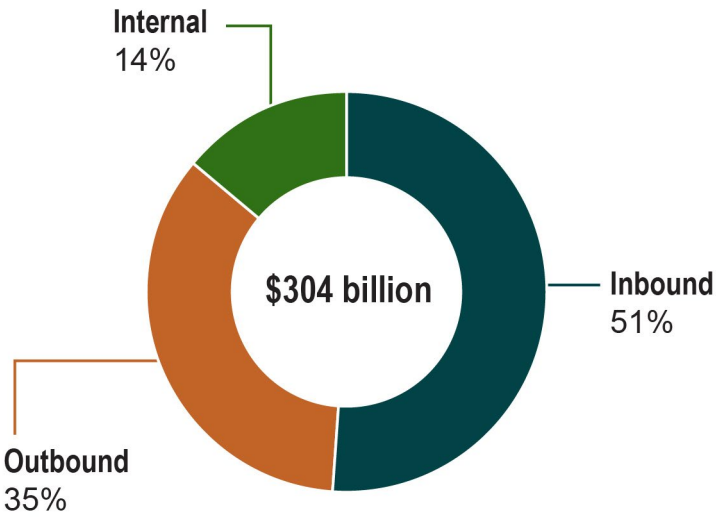
Given its economic, population and geographic importance within Colorado, the Denver region functions as a major freight destination, with more than 50% of total freight movements inbound to the region, by both tonnage and value. Outbound freight accounts for approximately one-third of total tonnage and value.

Figure 2.14: Freight weight and value by direction

Weight



Value



The region is expected to experience freight growth at a faster rate than the state overall. As detailed in Tables 2.1 and 2.2, total freight movement in the region is forecast to increase 34% by weight, reaching approximately 493 million tons, and 67% by value, reaching approximately $507 billion, by 2040.

Table 2.1: Forecasted growth in freight weight by direction

Direction	Weight, 2021	Weight, 2040	Growth (2021-2040)
Inbound	196 million tons	256 million tons	31%
Outbound	118 million tons	162 million tons	36%
Internal	55 million tons	75 million tons	36%
Total	**369 million tons**	**493 million tons**	**34%**

Table 2.2: Forecasted growth in freight value by direction

Direction	Value, 2021	Value, 2040	Growth (2021-2040)
Inbound	$155 billion	$254 billion	64%
Outbound	$106 billion	$174 billion	66%
Internal	$43 billion	$79 billion	80%
Total	**$304 billion**	**$507 billion**	**67%**

The Denver region accounts for more than 90% of statewide freight weight and approximately 60% of freight value associated with Colorado. In 2021, approximately 369 million tons of goods, valued at $304 billion, moved into, out of and within the region.

Table 2.3: Forecasted growth in freight value by mode

Mode	Value, 2040	Growth (2021-2040)
Truck	$394 billion	68%
Rail	$59 billion	70%
Air	$53 billion	53%
Other	$4 million	58%
Total	**$507 billion**	**67%**

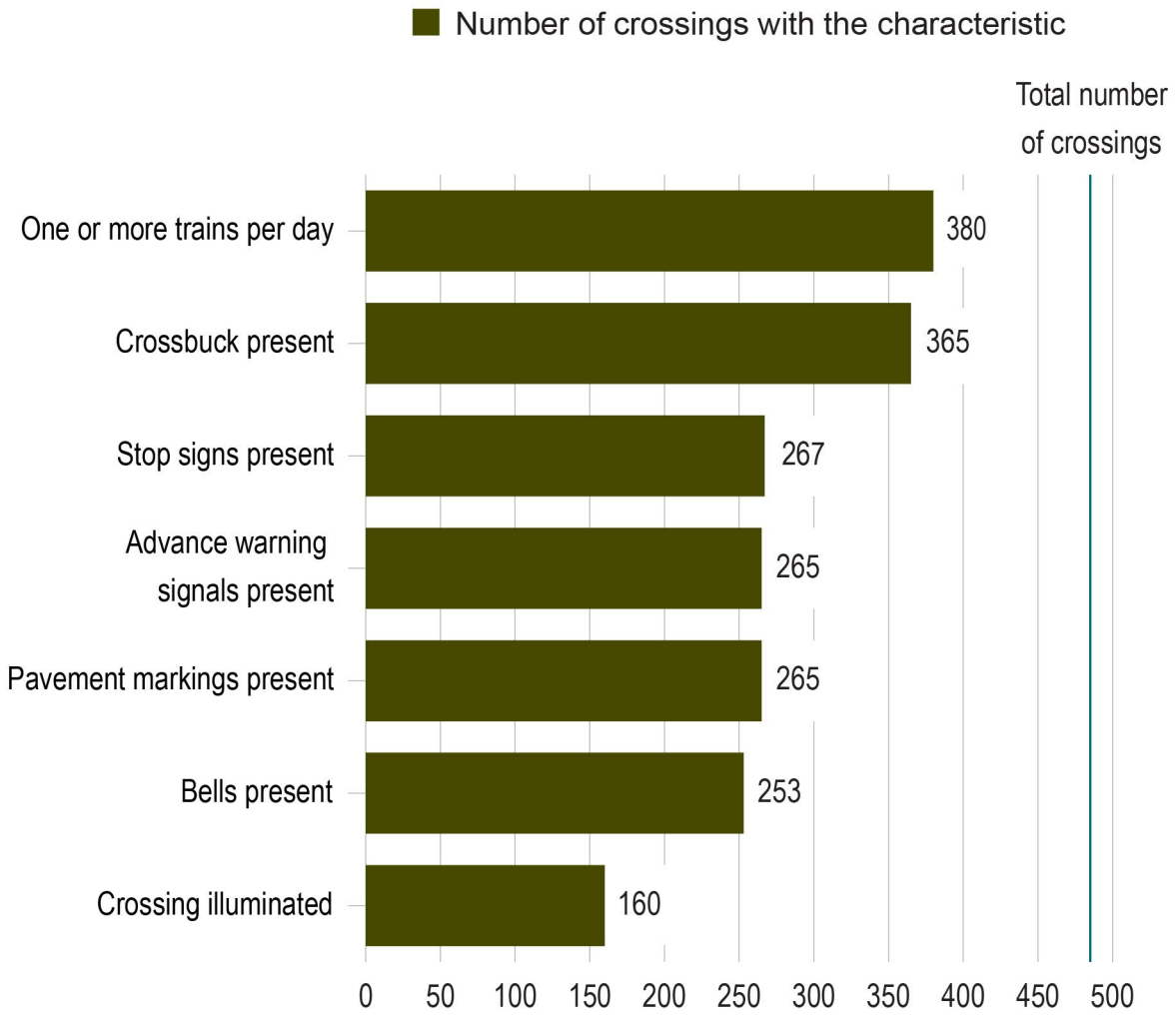
Trucks are projected to continue carrying most freight by both weight and value. Air freight is expected to grow more rapidly by value than other modes, reflecting increased demand for high-value and time-sensitive commodities. Rail freight value is also projected to increase substantially, with total rail freight value forecast to reach approximately $59 billion by 2040.

Safety conditions

Between 2020 and 2024, there were 12,449 truck-involved crashes within the region, averaging just under 2,500 crashes per year. Of this total, 152 incidents were high-severity crashes, and 356 were parked-truck-involved crashes.

Most rail-related incidents occur at public at-grade crossings and typically involve vehicles attempting to bypass warning devices, vehicles stalling on tracks or drivers and pedestrians failing to respond to active or passive warning signals.

Figure 2.15: At-grade highway rail crossing characteristics



Truck parking

A lack of real-time information about available parking is a growing national concern for truck drivers, freight planners and freight operators, and is an acute issue in Colorado. As the region continues to grow, demand for truck parking increases. Federal hours-of-service rules require long-haul truck drivers to take breaks after a specified number of driving hours. While many warehousing and distribution facilities provide on-site staging, capacity is often insufficient, particularly for empty or off-duty vehicles.

The region offers only 1,200 public truck parking spaces across nearly 30 different parking sites. Parking supply is further strained during severe weather events, when trucks are required to shelter in place. Expanding rest areas and public-private partnerships are two strategies to increase parking supply recommended in the Multimodal Freight Plan.

Operating the transportation system

The region's transportation system is complex and requires countless technologies and people working daily to maintain mobility, which the public may take for granted. Hundreds of individual and overlapping entities work within the transportation system, such as municipalities, counties, fire districts, public safety departments, CDOT, RTD, organizations that promote travel options, public utilities, railroads and private service or information providers.

Figure 2.16: Operating the transportation system



Five key regional themes relate to the operation of the transportation system:

Monitor activities

People work in transportation management centers, troubleshoot traveler apps and visually monitor the region's transportation system. Travelers can help monitor the system and report concerns. Devices in vehicles, along the roadside and in transportation management centers help people monitor and detect safety and operational incidents and needs.

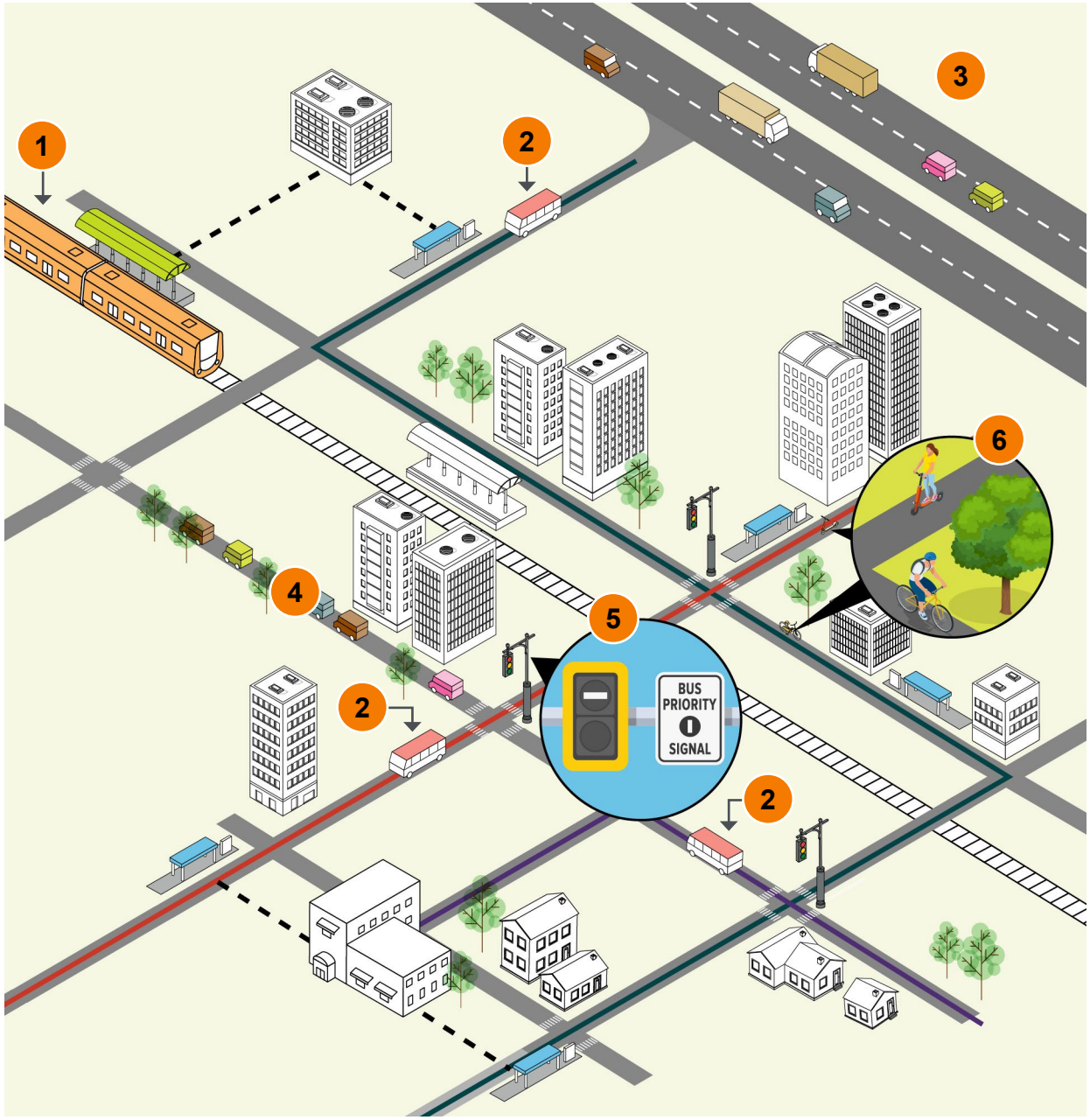
Operate and maintain the system

People work in vehicle dispatching offices, write software code, operate traffic signals, and drive buses, ride-hailing vehicles, snowplows, emergency vehicles and tow trucks. Enforcement officers ensure compliance with laws related to the disruption of mobility, from speeding enforcement to ticketing cars or trucks parked in bike lanes. Technological devices work independently or in conjunction with people to dispatch vehicles, operate apps, control traffic devices and trains, and even enforce laws.

Respond, share and inform

A coordinated response to planned events, incidents and disruptions is critical to maintaining a safe and reliable transportation system. Applicable resources like tow trucks, emergency services, snowplows and repair crews must be dispatched, and agencies, media and the public need information. People on the move and at home or work receive information about disruptive incidents. Coordination among the agencies that update information devices, variable message signs, travel information apps, websites and social media ensures that people get the messages they need when they need them to make well-informed decisions.

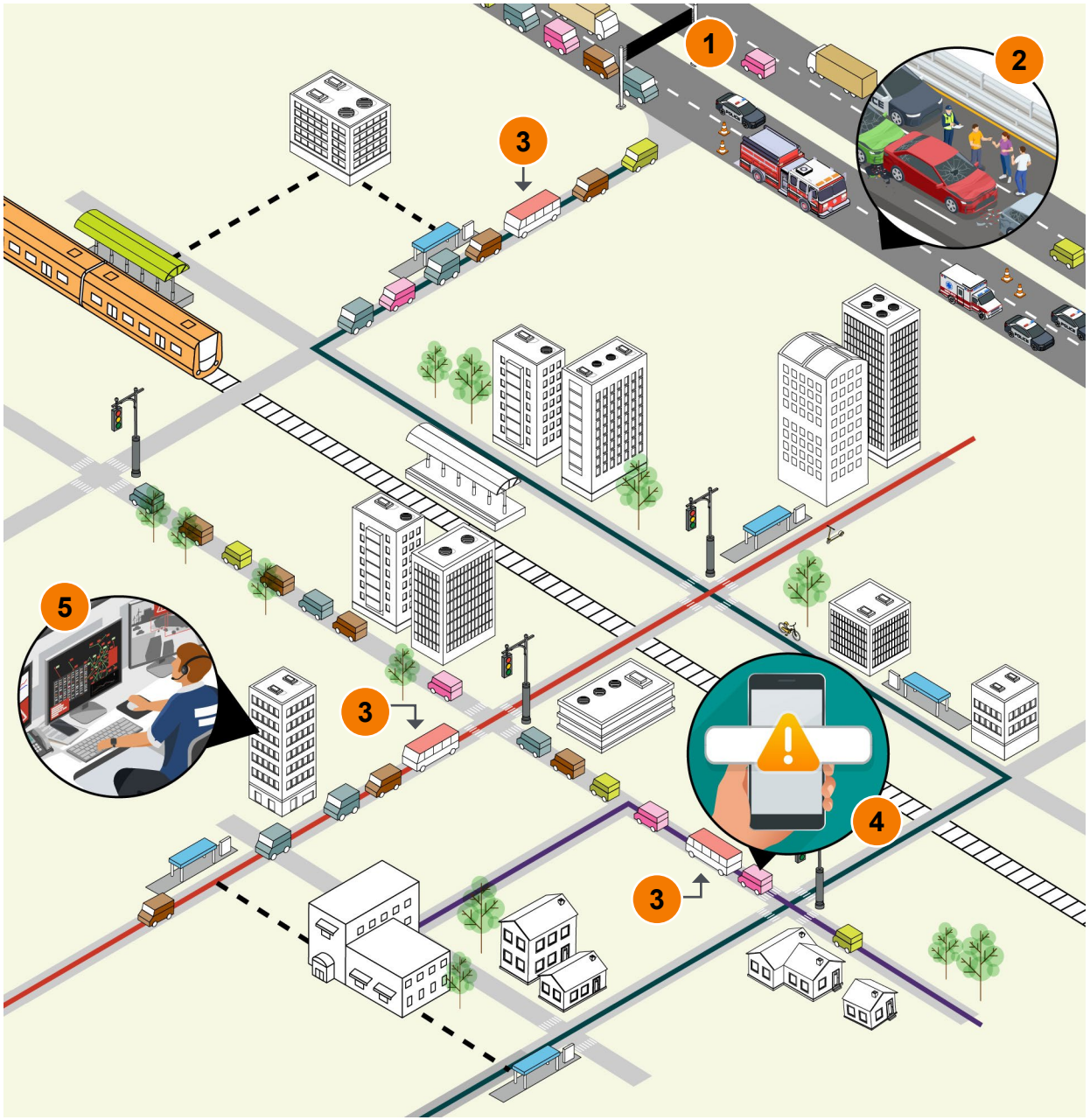
Figure 2.17: Routine transportation system operations



Seamless and efficient travel

1. RTD's 12 rail lines service 78 stations, helping residents and visitors travel across the region.
2. Buses are the backbone of transit service for RTD — nearly 65% of all trips made by RTD users are on a bus.
3. Busy freeways in the region move around 400,000 people a day.
4. Streets provide access to nearby places, support mobility and contribute to the character of the neighborhood.
5. Transit signal priority helps buses move more efficiently through city streets.
6. Travelers in the region take nearly 2 million trips by walking or bicycling every day.

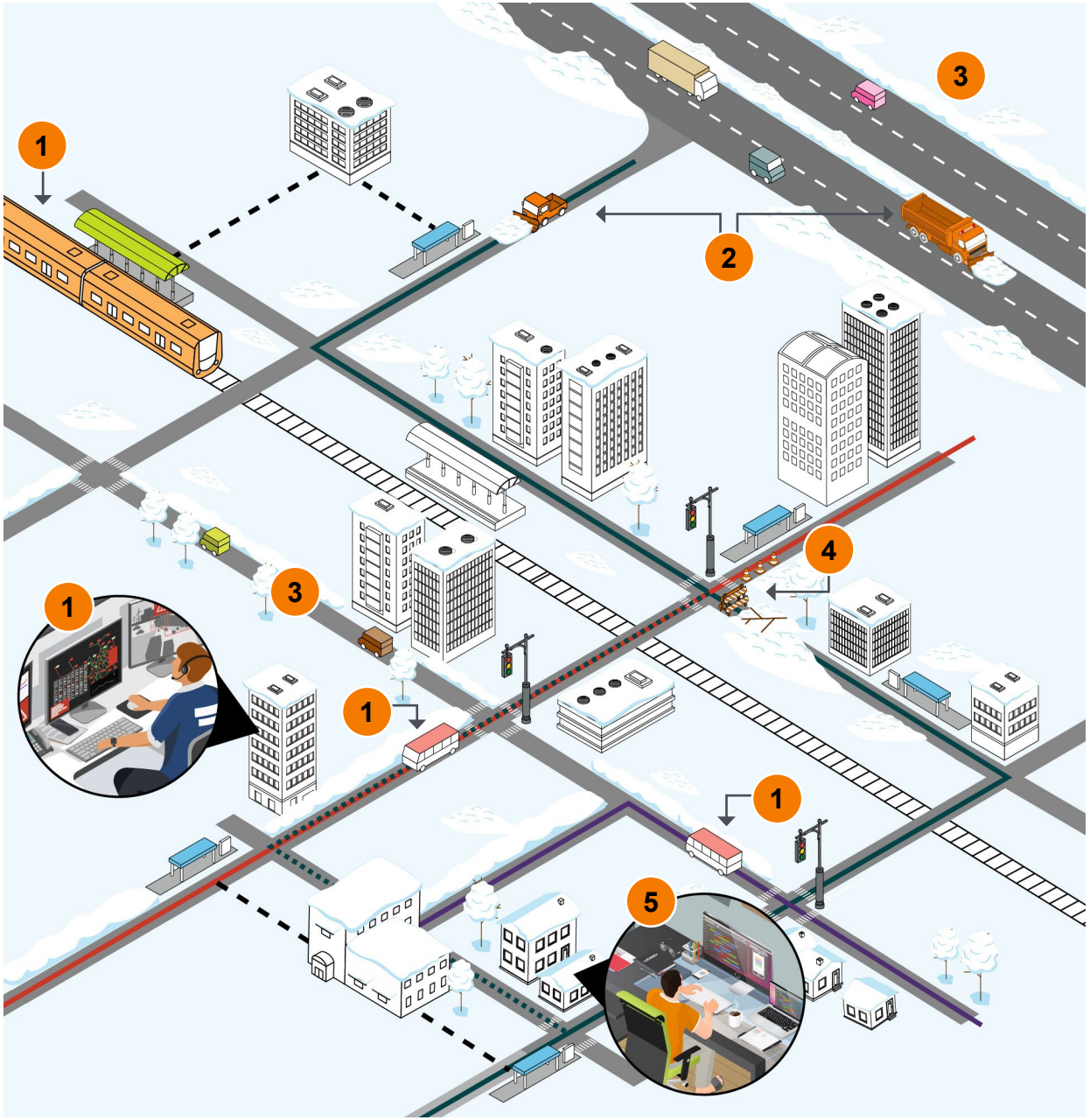
Figure 2.18: Transportation system operations during a crash on the highway



Travel disruptions

1. Nearly 600 dynamic message signs are deployed across the region to inform travelers of mobility options and influence their choices.
2. Traffic incidents are generally reported to 911, which dispatches first responders (police, fire and emergency medical services).
3. RTD's buses travel in the public right of way, which means they are subject to the same factors that cause delays for other motorists.
4. Disruptions to transit service are communicated to customers as soon as operationally possible.
5. Traffic management center and dispatch staff support first responders through distribution of traveler information, customized signal operations, end-of-queue management and integrated corridor management.

Figure 2.19: Transportation system operations during a snowstorm



Limited travel options

1. RTD's Snow Desk locates stuck buses, deploys recovery teams and prevents the system from backing up and affecting service across RTD's service area.

2. CDOT is responsible for plowing state highways and interstates, while individual municipalities are responsible for plowing their own local roads.

3. Travel is limited during the brunt of a storm. Those on the road drive slower and maintain more distance between vehicles.

4. Heavy snow can down tree limbs and block roadways, resulting in detours for buses and other motorists.

5. Those who are able can work from home to reduce unnecessary travel in the region.

Evaluate past conditions and events

Staff associated with planning, operations and incident response use archived or supplemental data to evaluate past conditions or incidents. They can make recommendations for improvements to pre-event actions like revised traffic signal timing plans and post-event responses like communication and command protocols.

Improve regional coordination efforts

Future investments can improve interjurisdictional situational awareness, communication systems, coordination efforts, training, data management, multimodal trip integration and traveler information accuracy.

Data management is integral to each of the operational themes. Data is obtained continuously from local, state, regional and private sources, then used and shared in real time or stored for longer-term analyses. It is critical that such data is managed in a coordinated effort across the region, not just within localized entities.

While some operational activities may not change much by 2050, others will change significantly, primarily due to emerging technological advances, known as intelligent transportation systems. The well-planned and -coordinated implementation of intelligent transportation system elements and devices will allow the region to maximize their benefits. Full mobility benefits will not be achieved if the implementation is done on an individual, haphazard basis. Road users are already reaping the benefits of connected vehicle safety technology in cars and trucks. As the share of vehicles with such capabilities increases, greater operational benefits will be achieved through connections between a vehicle and the roadway, other vehicles, transportation management centers, transit stations and individuals walking or bicycling.

Maintenance

In recognition of the region's considerable investment in the multimodal transportation system, managing and preserving facilities and vehicles is increasingly important. Roadways, transit systems, sidewalks, communication infrastructure and other components of the transportation system naturally deteriorate due to use, time and climate. Roadway and bridge deterioration is strongly related to use, especially by heavy trucks. Roadway striping, pavement markings and signage also deteriorate over time. As fully autonomous vehicles come to market and the number of older drivers increases, roadway maintenance becomes more important.

The condition of buses declines quickly because of the hundreds of thousands of miles they travel in stop-and-go conditions. Sidewalks and shared-use paths deteriorate through seasonal cycles, tree root growth and other factors.

The region's transportation partners and stakeholders have embraced a performance-based asset management philosophy. Agencies regularly collect asset condition information and analyze it to optimize and prioritize maintenance and replacement. CDOT, for example, collects annual data on pavement and bridge condition, while RTD is responsible for the "state of good repair" of its vehicles and preservation activities for its system and facilities. Local governments maintain their streets and sidewalks, as well as off-street shared-use paths.

Roadway system and bridge preservation

Maintenance of the region's roadways and bridges is the responsibility of numerous agencies, including CDOT, public highway authorities and local government agencies. CDOT collects data on pavement and bridge condition in the Denver region. As of 2025, only 4% of the bridge deck area in the region was in poor condition. Additionally, as of 2022, just 5% of national highway system pavement and 1% of interstate system pavement in the region is in poor condition.

Transit system preservation

Maintenance of transit stations, stops and vehicles is critical to passenger comfort and transit service safety and reliability. Stations or vehicles in poor condition affect users' comfort and ability to access service. Uneven or missing pavement at on-street boarding locations not only causes the stops to fall into disrepair but also affects safety and accessibility. Vehicle breakdowns may cause hardships to transit users, affecting future ridership.

Maintenance of park-and-ride lots, rail lines, bus-only lanes and ramps is critical to their long-term serviceability. Poorly maintained tracks, electrical and signal systems or pavement may damage vehicles or slow down operations. Because park-and-ride lots accommodate private vehicles, deteriorating conditions affect whether drivers choose to use them and therefore affect transit ridership. In recent years, RTD has undertaken significant infrastructure investments to enhance the overall travel experience. Examples include repaving and elevator repairs at Park-n-Ride lots, track maintenance, and pedestrian bridge installations.

Pedestrian and bicycle facility preservation

Communities in the Denver region have invested heavily in sidewalks, on-street bicycle lanes and an extensive off-street, shared-use path system. They invest in facility maintenance for the comfort, safety, retention and growth of users. Tree roots, utility construction and normal weathering can greatly affect the condition and life of sidewalks and bike facilities. Roadway curb and gutter areas adjacent to where bicyclists tend to travel often deteriorate more quickly than primary travel lanes, creating dangerous situations that force bicyclists to quickly maneuver around physical and environmental hazards. Removing snow and debris from pedestrian and bicycle facilities is often the responsibility of adjacent property owners. Without city enforcement, this can result in widespread deterioration and inconsistent accessibility across the network.



Photo by the City of Boulder, photo contest winner

3

Explore funding and projects

The 2050 Metro Vision Regional Transportation Plan includes billions of dollars' worth of investments across the 10-county Denver region, reflecting the needs and priorities of regional partners and local government members. Projects included in the fiscally constrained plan range from interchange reconstructions and regional trails to safety and operational improvements, roadway widening, and bus rapid transit projects. DRCOG staff estimated anticipated revenues and coordinated with agencies throughout the region to select individual projects for the fiscally constrained project list.



Photo by Drew Bouchard/Douglas County, photo contest winner

The fiscally constrained Regional Transportation Plan includes projects, programs and services that address broad areas of need. Examples include local bus service, bridges, system operations, preservation and maintenance, local streets, safety, and debt service. Specific projects are developed by the sponsoring agencies when they apply for DRCOG-directed funding through the Transportation Improvement Program.

Financial plan

The financial plan identifies sources and amounts of federal, state, local and private revenues estimated to be available from 2026 through 2050 and outlines how the prioritized projects can be implemented with anticipated resources. The financial plan ensures that project costs do not exceed projected revenues. Because there are more potential project costs than available revenues, only those projects that can be implemented within the projected revenues are considered part of the fiscally constrained Regional Transportation Plan. The major steps for developing the financial plan included:

1) Estimating the amount of revenue available out to 2050 for all aspects of the transportation system in coordination with local, regional, state and federal partners.

2) Determining the amount of funding available for multimodal capital projects versus funding allocated to programs.

3) Evaluating and prioritizing multimodal capital projects to determine the best use of limited regional funding.

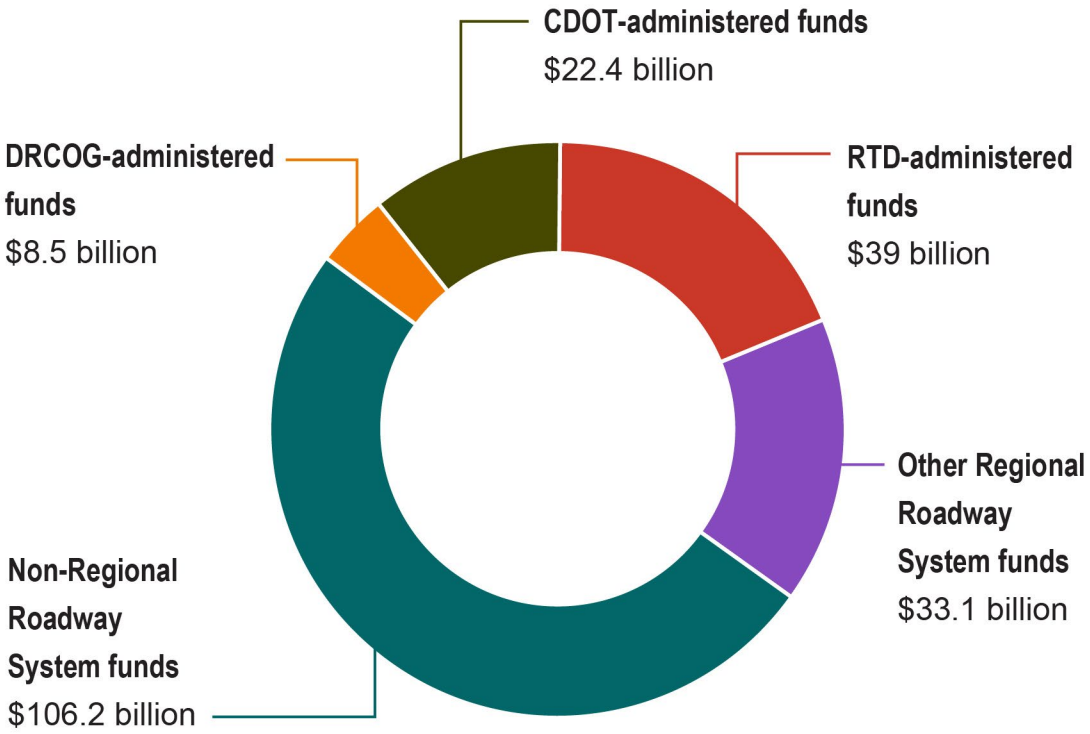
The complete assumptions and methodologies DRCOG staff used to develop the financial plan, including the changes made from the previous plan, are included in Appendix E.

Revenue projections

DRCOG staff, in coordination with stakeholders from CDOT, RTD, local governments, special districts and authorities, and various special funding agencies, estimated total revenues available for transportation purposes. Staff inflated estimated revenues to the year of expenditure to depict the value of the available funds at the time they will be available.

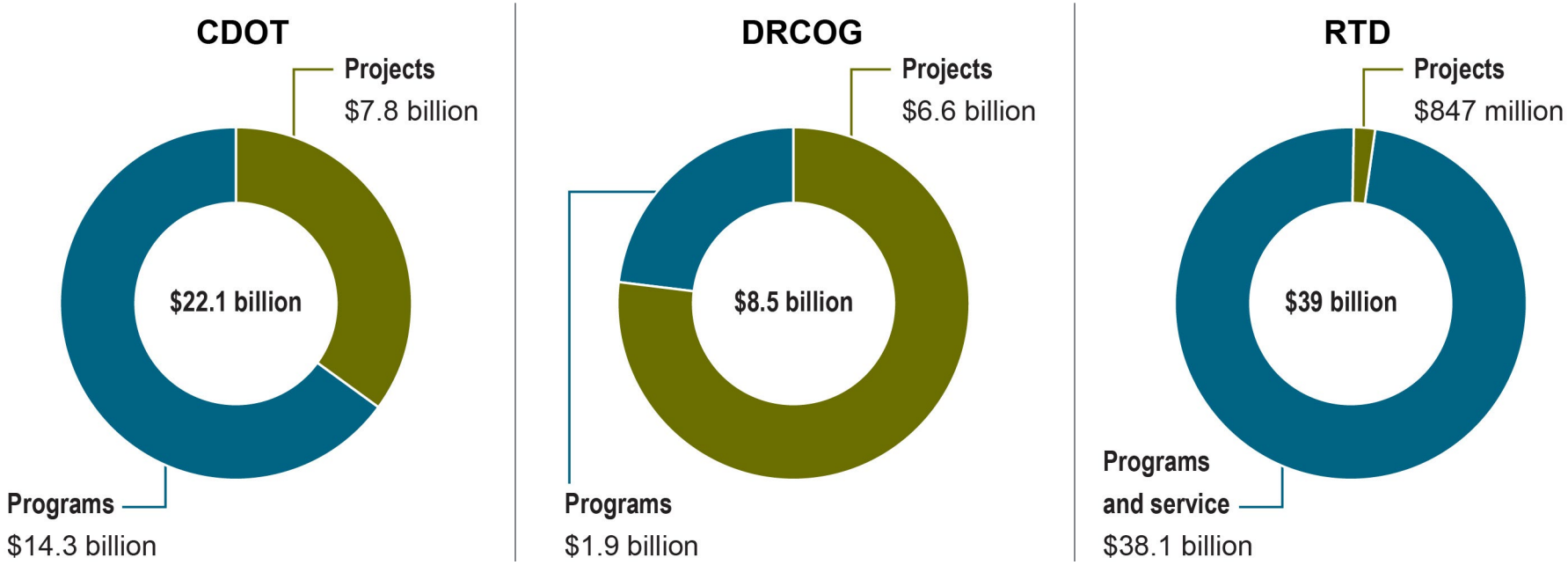
Multimodal capital projects are listed individually in the plan. They include roadway and transit capacity projects, as well as Regional Vision Zero and safety, active transportation, and freight priority projects. Program investments are shown as a lump sum. Individual projects are not identified in the programs. Program investments include continuing efforts to manage, operate, enhance and preserve the existing system.

Figure 3.1: Revenues available for use



DRCOG staff expect approximately $208 billion to be available from 2026 through 2050 to manage, operate, preserve, maintain and expand the region's multimodal transportation system. While this represents a significant amount of revenue, the majority is dedicated to preserving, maintaining and operating the existing system.

Figure 3.2: Regional agencies' investment profiles



DRCOG

DRCOG staff rely on CDOT's Program Distribution process to develop revenue projections for funds DRCOG administers. Staff anticipate that DRCOG will have an estimated $8.5 billion in available revenue through 2050. To fund the largest number of priority projects, $6.6 billion of the total is dedicated to multimodal capital projects. Priority projects include the implementation of a regional bus rapid transit network and capital projects for arterial safety, Regional Vision Zero, active transportation and freight. The remaining $1.9 billion is allocated to program investments for set-asides, active transportation, Regional Vision Zero and freight improvements. Specific projects within the program investments will be determined through the TIP process.

CDOT

CDOT staff, in coordination with DRCOG, developed a Program Distribution process to forecast the amount of funding available for use on the transportation system. CDOT staff anticipate having an estimated $22.1 billion in available revenue within the Denver region through 2050. Approximately $14.3 billion is dedicated to program investments to enhance and maintain the existing system. The remaining $7.8 billion is available for multimodal capital projects, with priorities based on CDOT's 10-Year Strategic Project Pipeline and additional long-term needs.

RTD

DRCOG staff rely on forecasts developed by RTD to determine the amount of funding available for use on RTD's transit network. RTD staff anticipate having an estimated $39 billion available in revenues through 2050. RTD is allocating $847 million toward implementing the Northwest Rail peak period service plan, a component of FasTracks. The remaining $38.1 billion is dedicated to maintaining and operating the existing system. RTD is prioritizing service and maintenance while working through the financial repercussions of the COVID-19 pandemic.

Other Regional Roadway System funding

Regional Roadway System funding includes the assumed availability of revenue from federal discretionary awards, toll authorities and local funding for improvements on the Regional Roadway System. DRCOG staff worked with CDOT, RTD and federal partners to develop reasonable forecasts using historic data. Staff estimate that approximately $33.1 billion will be available, just over half of which is dedicated to preservation and operational improvements.

Non-Regional Roadway System funding

Non-Regional Roadway System funding includes the assumed availability of revenue from local governments and private sources. DRCOG staff used historic data to calculate future revenues available. Staff expect approximately $106.2 billion to be spent on improvements to facilities that are not part of the Regional Roadway System and do not have regionally significant air quality impacts. Because these roads are not eligible for regional funding, improvements are fully funded by local governments or private sources.

Estimated project costs

DRCOG staff rely on planning-level cost estimates from agencies that design and construct projects. Estimates include, as appropriate, preliminary engineering, right-of-way and construction costs. Current year (2026) project costs were forecast to the appropriate future year of expenditure to reflect the trend of rising project costs over time and to provide an accurate picture of the anticipated cost at the time of implementation.



Photo by Stephen Martinez/CDOT

Project solicitation and evaluation

DRCOG staff coordinated with CDOT, RTD and local governments to evaluate the projects submitted for inclusion in the plan, which represent a variety of project types and applicants. The process incorporated the themes outlined in Metro Vision, as well as the six Regional Transportation Plan priorities. The process also reflects the vision and needs identified at both the regional level from the regional partners and by the county transportation forums. Concurrently, DRCOG staff identified regionally significant projects that are anticipated to be funded entirely by local sponsoring agencies.

Figure 3.3: Metro Vision themes and Regional Transportation Plan priorities used for project scoring

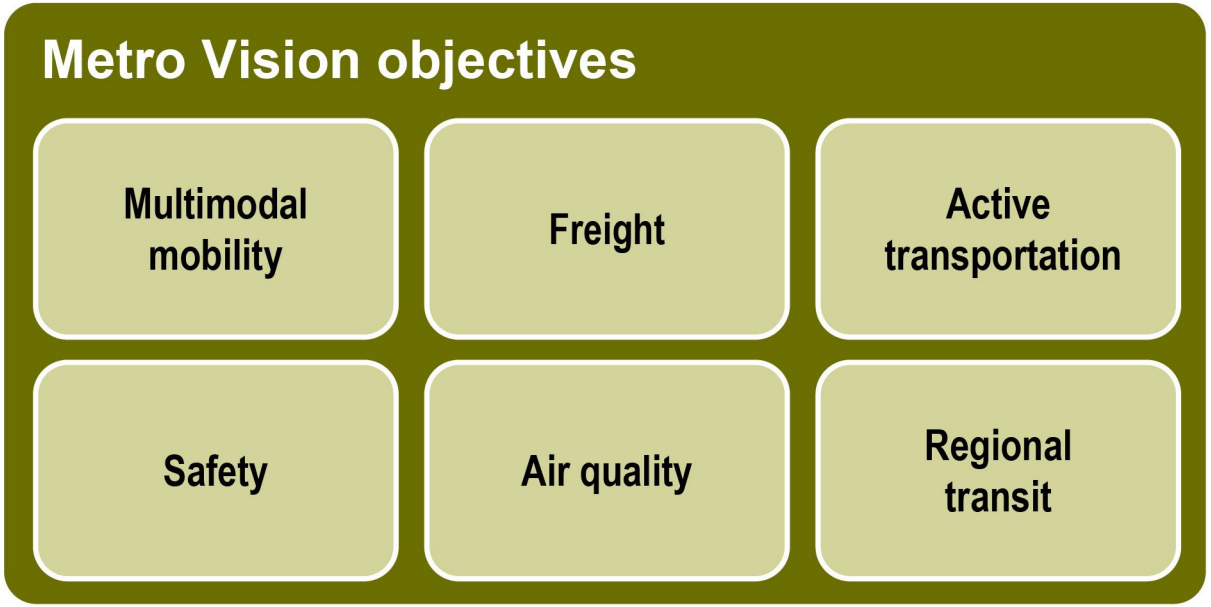
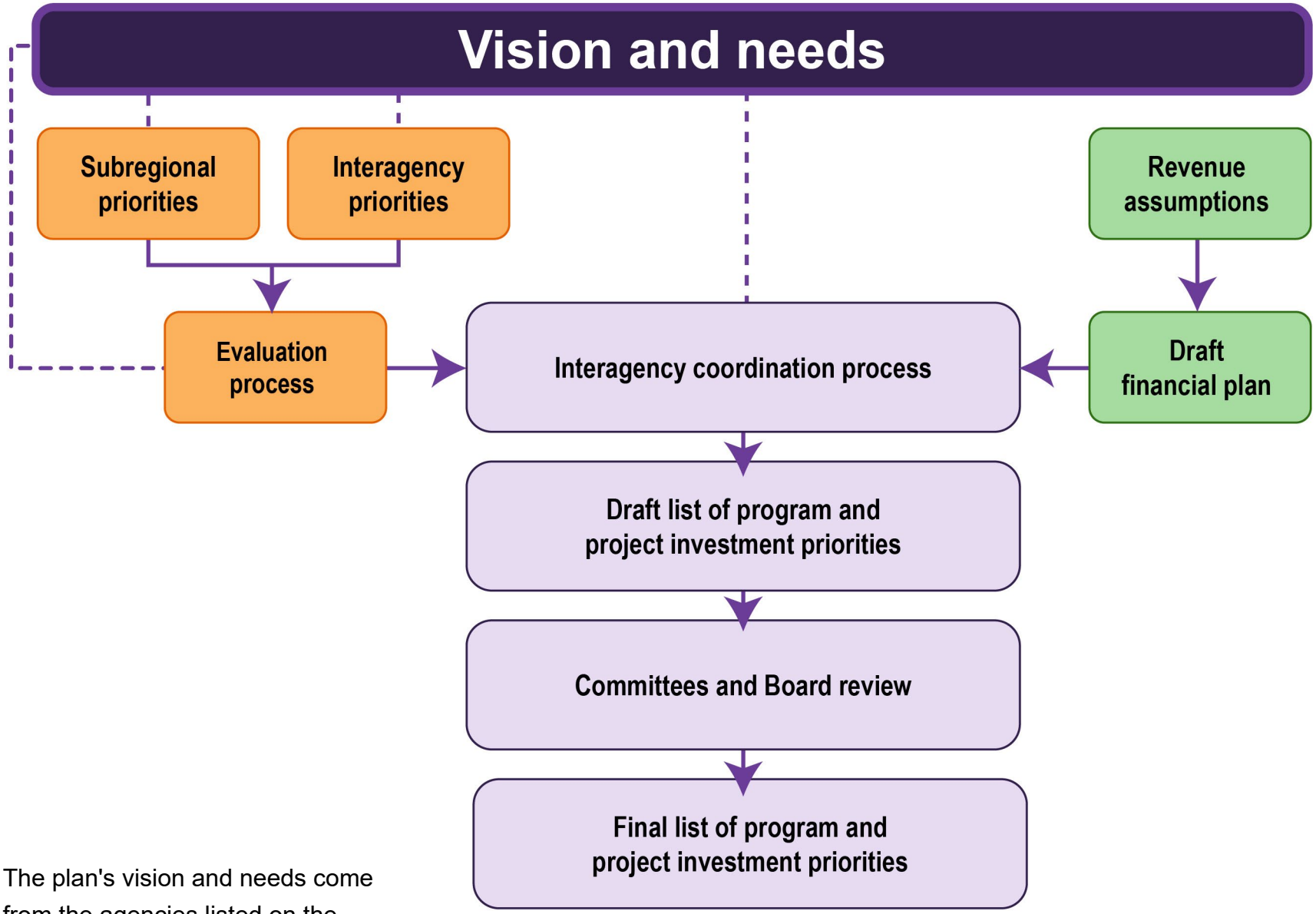


Figure 3.4: Components of the Regional Transportation Plan's vision and needs



The Regional Transportation Plan rolls up the priorities expressed in plans from the three regional partners: DRCOG, CDOT and RTD. It also incorporates requirements from the state and federal governments. As DRCOG is made up of local governments, their planning priorities are articulated through DRCOG.

Figure 3.5: Developing the plan's investment priorities



The plan's vision and needs come from the agencies listed on the previous page.

Scenario planning analysis

DRCOG staff conducted a scenario planning analysis to explore future regional travel and mobility outcomes by testing several transportation and land use scenarios. The scenario planning helped affirm the Regional Transportation Plan's vision and needs and desired outcomes. DRCOG staff also worked with local governments to prepare small-area forecasts as part of the planning process.

For more information on the small-area forecast, refer to Appendix C. More information on the scenario planning is in Appendix D.

Call for projects

Partner agencies and local governments submitted 133 candidate projects, ranging from road widenings and new transit service to active transportation and safety projects.

DRCOG staff used the following considerations to evaluate projects and recommend those that would best use limited funding to advance the region’s goals:

- The distinct roles and priorities of regional agencies and local governments.
- The priorities expressed by the public and stakeholders.
- Each project’s qualitative score, which reflects its alignment with Metro Vision themes and Regional Transportation Plan priorities.
- DRCOG’s travel demand estimates, which determine future average daily traffic.
- DRCOG’s Community Index to evaluate potential benefits and burdens on communities.

- Input from the Regional Review Panel, composed of local government representatives who reviewed candidate projects' qualitative scores and provided guidance on project selection considerations. The panel reviewed draft project lists prior to committee actions.
- The draft Regional Transportation Plan financial plan and investment strategy.
- The geographic balance of projects across a variety of communities.

Figure 3.6: Candidate projects by source



Fiscally constrained project and program investments

The projects selected include both regionally significant projects for air quality conformity, as well as a wide range of multimodal projects prioritized during the planning process. The list also includes carryover projects from the previous Regional Transportation Plan.

The regionally significant projects are major roadway, interchange and rapid transit projects that considerably change the transportation network's capacity. Regionally significant projects are listed individually in the plan by air quality staging completion period (2030, 2035, 2040 or 2050). DRCOG staff modeled the transportation networks containing these projects to demonstrate compliance with federal air quality conformity and state greenhouse gas requirements.

The list of programs sets an investment framework through the 25-year time frame of the Regional Transportation Plan. The priority investment framework will guide the selection of additional projects that implement the programs during future TIP cycles. Project and program investment priorities are also drawn from the significant planning efforts undertaken by DRCOG, CDOT and RTD in recent years. Examples include DRCOG's Taking Action on Regional Vision Zero, CDOT's Statewide Transportation Plan and RTD's System Optimization Plan.

The fiscally constrained projects are described by agency or type in the following section.

CDOT-administered multimodal capital projects

Table 3.1 lists multimodal capital projects where CDOT is the lead primary agency or that occur on facilities CDOT maintains. The projects are a variety of roadway projects that include multiple ways to travel as part of their design and implementation.

Table 3.1: CDOT-administered multimodal capital projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Regional system preservation, enhancement and operations	Varies	Road resurfacing; traffic signals, optimization, communication, variable message signs; bridge replacement, rehabilitation, preservation; and other systematic repairs and preventative maintenance	Regional	$7,900,000,000	2025-2050
C-470	U.S. Route 285, Morrison and Quincy	Interchange complex reconstruction	Jefferson	$95,000,000	2040-2050
Colfax Stadium Safety Access Improvements	Santa Fe Boulevard to 20th Street	Safety, operations, multimodal mobility, transit and community connections	Denver	$30,000,000	2030-2034

Table 3.1: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
I-25 North (Segment 5)	State Highway 66 to Weld County Road 38 (DRCOG boundary)	Add 1 toll/managed lane each direction	Weld	$175,000,000	2025-2029
I-25 North (Segment 4)	State Highway 7 to State Highway 66	Managed lanes, State Highway 119 mobility hub, intelligent transportation systems, bicycle and pedestrian trail connections	Broomfield, Weld	$350,000,000	2030-2034
I-25 North (Segment 3B)	E-470 to State Highway 7	Managed lanes, Highway 7 interchange reconstruction and Highway 7 mobility hub	Adams, Broomfield	$315,000,000	2030-2034
I-25 North (Segment 2B)	104th Avenue to 120th Avenue	Operational and safety improvements, including bridge improvements and shoulders	Adams	$85,000,000	2030-2034
I-25 North (Segment 2A)	84th Avenue to 104th Avenue	Operational improvements and general-purpose lane	Adams	$270,000,000	2025-2029
I-25	Belleview Avenue	Interchange reconstruction and pedestrian connections	Arapahoe	$112,000,000	2040-2050

Table 3.1: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
I-25	Speer Boulevard and 23rd Avenue	Bridge replacements with safety and multimodal mobility improvements	Denver	$150,000,000	2030-2034
I-270	I-25/U.S. Route 36 to I-70	Reconstruction of bridges with safety and multimodal improvements	Adams	$340,000,000	2025-2029
I-270	I-25/U.S. Route 36 to I-70	New managed lanes with additional bridge reconstructions and safety and multimodal improvements, including direct connections at I-70 and I-25/ U.S. 36	Adams	$562,000,000	2030-2034
I-70 Floyd Hill eastbound improvements	Floyd Hill to Veterans Memorial Tunnel	Eastbound interchange improvements with frontage road extension from the Hidden Valley interchange to U.S. Route 6 interchange	Clear Creek	$250,000,000	2025-2029

Table 3.1: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
I-70 Floyd Hill westbound improvements	Floyd Hill to Veterans Memorial Tunnel	Addition of a new express travel lane from the top of Floyd Hill to Veterans Memorial Tunnels and an eastbound auxiliary lane from the bottom to top of Floyd Hill	Clear Creek	$450,000,000	2025-2029
I-70	Kipling Street	Interchange reconstruction and pedestrian connections	Jefferson	$150,000,000	2030-2034
I-70	Eisenhower-Johnson Memorial Tunnels	Major rehabilitation of the Eisenhower-Johnson Memorial Tunnels	Clear Creek	$150,000,000	2040-2050
State Highway 66	McConnell Drive (Lyons) to Hover Street (Longmont)	Operational and safety improvements from Lyons to Longmont in alignment with Planning and Environment Linkages study	Boulder	$25,000,000	2030-2034
State Highway 66	Hover St. to Main St. (U.S. Route 287)	Widen from 2 to 4 lanes	Boulder	$5,000,000	2030-2034

Table 3.1: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
State Highway 83 (Parker Road)	State Highway 86 to East Mississippi Avenue	Corridor planning and investment for multimodal mobility, operations and safety	Arapahoe, Douglas	$150,000,000	2040-2050
U.S. Route 285	Parker Avenue	New interchange	Jefferson	$25,000,000	2040-2050
U.S. Route 285	Kings Valley Drive	New interchange	Jefferson	$70,000,000	2025-2029
U.S. Route 285	Kings Valley Drive to Richmond Hill Road	Widen from 3 to 4 lanes (add 1 southbound lane)	Jefferson	$25,000,000	2040-2050
U.S. Route 285	Pine Valley Road (County Road 126) and Mount Evans Boulevard	New interchange	Jefferson	$40,000,000	2035-2039
U.S. Route 285	Shaffers Crossing to Kings Valley Drive	Widen from 3 to 4 lanes (add 1 southbound lane)	Jefferson	$60,000,000	2040-2050

Table 3.1: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
U.S. Route 6	Wadsworth Boulevard	Interchange capacity	Jefferson	$108,000,000	2025-2029
U.S. Route 85	104th Avenue	New interchange	Adams	$100,000,000	2040-2050
U.S. Route 85	120th Avenue	New interchange	Adams	$125,000,000	2035-2039
U.S. Route 85	Louviers to milepost 191.75	Widen from 2 to 4 lanes	Douglas	$59,000,000	2025-2029
U.S. Route 85	Daniels Park to Meadows Parkway	Widen from 2 to 4 lanes	Douglas	$42,000,000	2030-2034
U.S. Route 85	Sedalia to Daniels Park	Widen from 2 to 4 lanes	Douglas	$42,000,000	2030-2034
Vasquez Boulevard	60th Avenue	Intersection improvements	Adams	$80,000,000	2025-2029

DRCOG-administered multimodal capital projects

Table 3.2 lists multimodal capital projects that are a range of roadway projects, focused off the interstate and state highway systems. Each project is expected to include multiple travel modes as part of its design and implementation.

Table 3.2: DRCOG-administered multimodal capital projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
88th Avenue	I-76 northbound ramps to State Highway 2	Widen from 2 to 4 lanes	Adams	$30,000,000	2025-2029
104th Avenue	Colorado Boulevard to McKay Road	Widen from 2 to 4 lanes	Adams	$8,100,000	2025-2029
120th Avenue	U.S. Route 85 to E-470	Widen from 2 to 4 lanes	Adams	$24,000,000	2025-2029
Broncos Parkway and Easter Avenue corridor	Havana Street to Parker Road	Multimodal corridor and intersection improvements	Arapahoe	$40,000,000	2040-2050

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
County Line Road	Phillips Street to University Boulevard	Widen from 2 to 4 lanes	Douglas	$9,500,000	2025-2029
Gun Club Road	State Highway 30 to 6th Avenue	Widen from 2 to 4 lanes, stream crossing upgrade at Coal Creek, multimodal corridor improvements	Arapahoe	$38,500,000	2025-2029
Gun Club Road	Quincy Avenue to Aurora Parkway	Widen from 2 to 4 lanes, multimodal corridor improvements and transit service	Arapahoe	$30,000,000	2025-2029
I-25	Crystal Valley Parkway	New interchange and south frontage road	Douglas	$80,000,000	2025-2029
I-25	Broadway	Interchange capacity	Denver	$50,000,000	2025-2029
I-25	Happy Canyon Road	Interchange reconstruction	Douglas	$30,000,000	2025-2029

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
I-25	Meadows Parkway and Founders Pkwy	Interchange reconstruction	Douglas	$50,000,000	2040-2050
I-25	Weld County Road 38	New interchange	Weld	$57,500,000	2025-2029
I-70	Airpark	Interchange reconstruction	Adams, Arapahoe	$60,000,000	2035-2039
I-70	State Highway 79	Interchange reconstruction	Adams, Arapahoe	$21,500,000	2030-2034
I-70	Kiowa-Bennett Road	Interchange capacity	Adams, Arapahoe	$33,500,000	2030-2034
I-70	Watkins Road	Interchange reconstruction	Adams, Arapahoe	$60,000,000	2035-2039
Indiana Street (State Highway 72)	West 64th Avenue to West 96th Parkway	Widen from 2 to 4 lanes, multimodal corridor improvements, bridge improvements	Jefferson	$178,600,000	2035-2039

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Kipling Street	Kentucky Avenue to I-70 and West 48th Avenue	Multimodal corridor improvements	Jefferson	$300,000,000	2040-2050
Lincoln Avenue	Park Meadows to Oswego	Intersection operation and safety improvements, multimodal corridor improvements	Douglas	$49,400,000	2025-2029
Lincoln Avenue	Oswego to Keystone	Multimodal corridor improvements	Douglas	$50,000,000	2035-2039
Montview Boulevard	Peoria Street to Fitzsimons Parkway	Multimodal corridor improvements, including addition of turn lanes	Adams	$38,000,000	2030-2034
Peña Boulevard	64th Avenue to E-470	Add 1 managed lane in each direction	Denver	$124,000,000	2035-2039
Peña Boulevard	I-70 to 64th Avenue	Add 1 managed lane in each direction	Denver	$139,000,000	2035-2039

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Smoky Hill Road	Buckley Road to Picadilly Street	Safety, operational, and multimodal corridor improvements and transit service	Arapahoe	$60,000,000	2035-2039
Stephen D. Hogan Parkway	State Highway 30 to Gun Club Road	Widen from 2 to 4 lanes, safety and multimodal improvements	Arapahoe	$50,000,000	2040-2050
Tower Road	Peña Boulevard to East 38th Avenue	Widen to 6 lanes, including bus-only lanes and shared-use paths	Denver	$30,000,000	2040-2050
Tower Road	Colfax Avenue and I-70	Widen to 4 lanes with associated safety and multimodal improvements	Adams	$20,000,000	2030-2034
Tower Road	6th Avenue and Colfax Avenue	New 4-lane road with associated safety and multimodal improvements	Arapahoe	$71,000,000	2030-2034
State Highway 30	Airport Boulevard to Quincy Avenue	Widen from 2 to 4 lanes, multimodal corridor improvements, transit service	Arapahoe	$205,000,000	2035-2039

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
State Highway 52	Weld County Road 1 to Weld County Road 15	Widen from 2 to 4 lanes, widen shoulders, new shared-use path	Weld	$35,000,000	2035-2039
State Highway 66	East County Line Road (Weld County Road 1) to Weld County Road 19	Widen from 2 to 4 lanes, widen shoulders, new shared-use path	Weld	$55,000,000	2040-2050
State Highway 66	U.S. Route 287 and Main Street to East County Line Road (Weld County Road 1)	Capacity, operations, and bicycle and pedestrian improvements	Boulder	$18,000,000	2035-2039
State Highway 7	164th Avenue to Dahlia Street	Widen from 2 to 4 lanes	Adams	$24,000,000	2025-2029
State Highway 86	Ridge Road to Enderud Boulevard	Widen to 4 lanes and fill in gaps in the associated trail network	Douglas	$11,000,000	2035-2039

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
State Highway 93	State Highway 58 to State Highway 170	Widen from 2 to 4 lanes, safety and transit improvements	Jefferson	$200,000,000	2040-2050
U.S. Route 287 and 120th Avenue	Midway Boulevard to Lowell Boulevard	Improve circulation, safety, active transportation access, business access, congestion and transit operations	Broomfield	$150,000,000	2025-2029
U.S. Route 6	Heritage Road	New interchange	Jefferson	$30,000,000	2025-2029
U.S. Route 85 (Santa Fe)	C-470 to Yale Avenue (extended)	Multimodal mobility, operations and safety improvements	Arapahoe	$92,240,000	2035-2039
U.S. Route 85	Highlands Ranch Parkway to north of County Line Road	Widen from 4 to 6 lanes	Douglas	$50,000,000	2025-2029
U.S. Route 85	Meadows Parkway	Intersection improvements	Douglas	$25,000,000	2035-2039

Table 3.2: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Wadsworth Boulevard	16th Avenue to 35th Avenue	Multimodal corridor improvements	Jefferson	$60,000,000	2040-2050
Wadsworth Boulevard	35th Avenue to 48th Avenue	Widen from 4 to 6 lanes	Jefferson	$31,000,000	2025-2029
Weld County Road 13	State Highway 52 to State Highway 66	Widen to 4 lanes with associated safety and multimodal improvements	Weld	$130,000,000	2030-2034

RTD-administered multimodal capital projects

Table 3.3 lists multimodal capital projects where RTD is the primary funding agency. The projects focus on enhancing, operating and maintaining the vast regional public transportation system RTD operates.

Table 3.3: RTD-administered multimodal capital projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Transit operations and maintenance	Varies	Ongoing and preventative maintenance of transit vehicles and facilities to operate the FasTracks and base systems	Regional	$23,800,000,000	2025-2050
Light rail level boarding enhancements	District-wide	Reconstruction of light rail stations for level boarding	Regional	$1,800,000,000	2035-2039
New bus maintenance facility	To be determined	Construction of a new bus maintenance facility in RTD's northern service area	Regional	$150,000,000	2025-2029
Northwest Rail	Westminster Station to downtown Longmont	Implement peak period service plan	Adams, Boulder, Broomfield, Jefferson	$650,000,000	2030-2034

Active transportation projects

The active transportation program will continue implementing DRCOG's Active Transportation Plan by eliminating gaps in the region's bicycle and pedestrian networks, building out the regional active transportation corridors, and investing in the plan's pedestrian focus areas and short-trip opportunity zones. Projects identified in Table 3.4 primarily focus on providing more ways to travel by foot, bike or other mobility devices.

Table 3.4: Active transportation projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Active transportation program	Zones, areas and corridors identified in the Active Transportation Plan	Bicycle and pedestrian improvements	Regional	$800,000,000	2025-2050
32nd Avenue	McIntyre Street to Alkire Court	Multimodal improvements	Jefferson	$12,000,000	2030-2034
38th Avenue	Sheridan Boulevard to Fox Street	Multimodal and safety improvements	Denver	$60,000,000	2035-2039
52nd Avenue	McIntyre Street and Ward Road	Multimodal improvements	Jefferson	$14,000,000	2030-2034

Table 3.4: Active transportation projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Bakerville-Loveland Trail	Bakerville Road at Stevens Gulch Road to U.S. Route 6 at Loveland Ski Area	Trail resurfacing	Clear Creek	$5,000,000	2030-2034
Belleview Avenue	C-470	Bicycle and pedestrian bridge	Arapahoe	$9,500,000	2030-2034
Boulder to Erie Trail	Boulder to Erie	Regional trail	Boulder	$30,000,000	2030-2034
Broadway	6th Avenue to 16th Avenue	Protected bike lanes and improved multimodal facilities	Denver	$75,000,000	2030-2034
Broadway North Station pedestrian bridge	Broadway and I-25	Pedestrian bridge	Denver	$15,000,000	2030-2034
Cherry Creek Trail	Confluence Park to University Boulevard	Regional trail	Denver	$50,000,000	2035-2039

Table 3.4: Active transportation projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Clear Creek Trail	Jefferson County line to Loveland Ski Area	Clear Creek Greenway portion of Peaks to Plains trail system	Clear Creek	$100,000,000	2040-2050
Easley Road	Easley Way to 60th Avenue	Multimodal corridor improvements	Jefferson	$12,000,000	2030-2034
McCaslin Regional Trail	Rock Creek Parkway to State Highway 128	Regional trail	Boulder	$3,000,000	2025-2029
South Platte River Trail	Northern city limits (near 53rd Avenue) to southern city limits (Harvard Avenue)	Complete missing links and upgrade trail section	Denver	$50,000,000	2040-2050
Santa Fe	West 6th Avenue to West 13th Avenue	Multimodal and safety improvements	Denver	$39,686,900	2025-2029
Smith Road	Peoria Street to Powhaton Road	New shared-use path	Adams	$4,000,000	2025-2029

Table 3.4: Active transportation projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
St. Vrain Greenway	Airport Road to U.S. Route 36	Regional trail	Boulder	$20,000,000	2030-2034
Welton Street	24th Street to 30th Street	Operational and multimodal improvements	Denver	$11,644,000	2030-2034

Arterial safety, Regional Vision Zero and Complete Streets retrofits projects

The arterial safety, Regional Vision Zero and Complete Streets retrofits program addresses travel safety, especially on major roadways, by implementing DRCOG's Taking Action on Regional Vision Zero plan, DRCOG's Regional Complete Streets Toolkit and CDOT's Strategic Transportation Safety Plan. Projects identified in Table 3.5 primarily focus on improving safety for vulnerable roadway users: people walking, biking or riding motorcycles.

Table 3.5: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Arterial safety, Regional Vision Zero and Complete Streets retrofits program	Regional High-Injury Network and critical corridors	Vision Zero, safety and Complete Streets improvements	Regional	$250,000,000	2025-2050
13th and 14th Avenue	Broadway to Yosemite Street	Multimodal and safety improvements	Denver	$82,105,000	2030-2034
88th Avenue	Pecos Street to Dahlia Street	Complete Streets improvements, including roadway reconfiguration, multimodal and transit improvements	Adams	$45,110,000	2035-2039

Table 3.5: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Belleview Avenue	Lowell Boulevard to Broadway	Intersection operational and safety improvements, multimodal improvements, trail connections	Arapahoe	$61,730,000	2035-2039
Bowles Avenue and Littleton Boulevard	Sheridan Boulevard to Clarkson Street	Multimodal corridor improvements, including safety improvements, congestion management and transit improvements	Arapahoe	$174,530,000	2035-2039
Bridge Street	South Platte River to 22nd Avenue	Safety, transit and multimodal corridor improvements	Adams	$2,000,000	2025-2029
Central City Parkway	Main Street to I-70	Install roundabouts	Gilpin	$10,000,000	2030-2034
Chambers Road	40th Avenue to East 56th Avenue	Multimodal corridor improvements	Denver	$20,682,000	2035-2039
Colfax Avenue	Wadsworth Boulevard to Sheridan Boulevard	Multimodal arterial safety improvements	Jefferson	$12,000,000	2025-2029

Table 3.5: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Community Center campus	Norton Drive	Safety improvements, enhanced trail connections, pedestrian crossings	Gilpin	$3,000,000	2030-2034
State Highway 119 and Sugarloaf Road	State Highway 119 and Fourmile Canyon Drive to Sugarloaf Road end of pavement	Safety improvements, including shoulder repair, new guardrails, shoulders and striping	Boulder	$6,000,000	2035-2039
State Highway 72	State Highway 93 to Indiana Street	Safety improvements	Jefferson	$10,000,000	2035-2039
County Highway 73	U.S. Route 285 to Shadow Mountain Drive	Install roundabouts	Jefferson	$18,000,000	2030-2034
Downieville interchange	I-70 and Stanley Road	Safety and pedestrian improvements	Clear Creek	$25,000,000	2035-2039
Parker Road and Mainstreet	Intersection of Parker Road (State Highway 83) and Mainstreet	Intersection safety and operational improvements	Douglas	$20,000,000	2030-2034

Table 3.5: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Pecos Street	84th Avenue to 62nd Parkway	Multimodal corridor improvements	Adams	$40,000,000	2035-2039
Ralston Road	Kipling Parkway to 58th Avenue/Ralston Road	Complete Streets improvements, including transit-supportive infrastructure, multimodal and safety improvements	Jefferson	$4,800,000	2030-2034
Rollinsville Complete Streets retrofit	State Highway 119 and Main Street	Multimodal and safety improvements	Gilpin	$10,000,000	2030-2034
Sheridan Boulevard	72nd Avenue to Hampden Avenue	Vision Zero corridor and trail improvements	Denver, Jefferson	$70,000,000	2035-2039
State Highway 42	State Highway 7 to U.S. Route 287	Safety and operational improvements, including bicycle and pedestrian facilities, intersection improvements, and transit-supportive treatments	Boulder	$200,000,000	2030-2034

Table 3.5: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
South Golden Road	Johnson Road to Colfax Avenue	Complete Streets improvements, including multimodal and safety improvements, including roundabouts and bridge reconstruction	Jefferson	$13,000,000	2030-2034
U.S. Route 36 (North Foothills)	Broadway to State Highway 7	Corridor safety improvements, including construction of a detached bikeway, wildlife crossings, intersection improvements and realignments, and transit stop improvements	Boulder	$150,000,000	2030-2034
U.S. Route 85	Weld County Road 2 to Weld County Road 10	Safety and operational improvements	Weld	$10,000,000	2030-2034
Valmont Road and Isabelle Road	55th Street and Valmont Road to Town of Erie boundary on Isabelle Road	Safety and operational improvements	Boulder	$16,000,000	2040-2050

Freight projects

The freight program will focus on investments to implement multimodal freight plans recently adopted by DRCOG and CDOT. Projects identified in Table 3.6 focus on improving freight access and movement through multimodal grade separations.

Table 3.6: Freight projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Freight program	Varies	Freight improvements, including but not limited to bridge reconstructions, overpasses and underpasses, and new bridges	Regional	$75,000,000	2025-2050
120th Street bridge	Coal Creek	Bridge reconstruction, including new multimodal facilities and flood mitigation	Boulder	$16,000,000	2035-2039
38th Street underpass	Walnut Street and Brighton Boulevard	Multimodal bridge reconstruction and intersection reconstructions	Denver	$329,166,000	2040-2050
Alameda Parkway bridge over I-225	Potomac Street and Abilene Street	Bridge reconstruction	Arapahoe	$20,000,000	2025-2029

Table 3.6: Freight projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Peoria Street bridge	Sand Creek	Bridge reconstruction	Adams	$19,000,000	2025-2029
Picadilly Road	Smith Road and Union Pacific Railroad	Multimodal grade separation	Adams	$30,000,000	2030-2034
Rail corridor crossing safety improvements	6 rail crossing points within Gilpin County	Upgrade rail crossings	Gilpin	$10,000,000	2035-2039
Ward Road	I-70 frontage road north and Ridge Road	Multimodal grade separation	Jefferson	$74,000,000	2030-2034

Regional transit projects

The projects listed in Table 3.7 include the development of a comprehensive, connected bus rapid transit (or BRT) network across the region over the next 25 years, as well as regional corridors with significant transit, safety and multimodal investments. The Regional Transportation Plan carries forward the bus rapid transit corridors being implemented by the Regional BRT Partnership.

Table 3.7: Regional transit projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Regional transit and mobility hub program	Varies	Regional transit service (Bustang, human services transportation, rural transportation) and mobility hub construction	Regional	$300,000,000	2025-2050
38th Avenue and Park Avenue	Wadsworth Boulevard to Colfax Avenue	Bus rapid transit service and supporting safety and multimodal improvements	Denver, Jefferson	$100,000,000	2040-2050
Alameda Avenue	Lakewood to R Line	Bus rapid transit service and supporting safety, multimodal, operational and preservation improvements	Arapahoe, Denver, Jefferson	$100,000,000	2030-2034

Table 3.7: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Broadway and Lincoln Street	Colfax to Highlands Ranch Parkway	Bus rapid transit service and supporting safety and multimodal improvements	Arapahoe, Denver, Douglas	$100,000,000	2035-2039
Colfax Avenue	Union Station to I-225	Bus rapid transit service and supporting safety and multimodal improvements	Adams, Arapahoe, Denver	$250,000,000	2025-2029
Colfax Avenue	R Line to E-470	Bus rapid transit service and supporting safety and multimodal improvements	Adams, Arapahoe	$100,000,000	2030-2034
Douglas County Link	Northern Douglas County	Regional ride-share transit service expansion	Douglas	$10,000,000	2030-2034
State Highway 119	Downtown Boulder to downtown Longmont	Bus rapid transit service and supporting safety and multimodal improvements, including a separated bikeway	Boulder	$200,000,000	2025-2029

Table 3.7: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
State Highway 119 Extension	Downtown Longmont to Firestone-Longmont Mobility Hub	Bus rapid transit service and supporting safety and multimodal improvements, including the Firestone-Longmont Mobility Hub	Boulder, Weld	$75,000,000	2030-2034
State Highway 7	Boulder to Brighton	Multimodal and safety corridor improvements, including transit service and queue-jump lanes, select widenings, bicycle and pedestrian improvements, shared multi-use paths, intersection improvements, and bridge reconstructions	Adams, Boulder, Broomfield, Weld	$200,000,000	2035-2039
Colorado Boulevard	A Line (40th and Colorado Station) to I-25 (Southmoor Station)	Bus rapid transit service and supporting safety and multimodal improvements	Denver	$215,000,000	2030-2034

Table 3.7: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Federal Boulevard	Wagon Road Park-n-Ride to Englewood Station	Bus rapid transit service and supporting safety and multimodal improvements	Adams, Denver	$168,000,000	2025-2029
Federal Boulevard	Wagon Road Park-n-Ride to Englewood Station	Bus rapid transit service and supporting safety and multimodal improvements	Adams, Denver	$150,000,000	2030-2034
Havana Street/ Hampden Avenue	Central Park Station to Southmoor Station	Bus rapid transit service and supporting multimodal and safety improvements	Adams, Arapahoe, Denver	$100,000,000	2040-2050
North I-25	Union Station to State Highway 119	Bus rapid transit service and supporting safety and multimodal improvements	Adams, Broomfield, Denver, Weld	$30,000,000	2040-2050
RidgeGate Parkway	Mainstreet in Parker to Lone Tree City Center Station	Transit corridor	Douglas	$50,000,000	2040-2050
South Boulder Road	120th Street to Table Mesa Drive and Broadway	Multimodal corridor improvements	Boulder	$75,000,000	2040-2050

Table 3.7: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Speer Boulevard, Leetsdale Drive and Parker Road	Downtown Denver to I-225	Bus rapid transit service and supporting safety and multimodal improvements	Arapahoe, Denver	$95,000,000	2030-2034
State Highway 93/Broadway	18th Street to Table Mesa Drive	Convert two general-purpose lanes to business access transit lanes	Boulder	$150,000	2025-2029
U.S. Route 287	U.S. Route 36 to Larimer County line	Safety, operational and multimodal improvements	Boulder, Broomfield	$250,000,000	2030-2034
U.S. Route 36/28th Street and State Highway 93/ Broadway	U.S. Route 36/28th Street and Highway 93/Broadway	Transit, safety, operational and multimodal improvements	Boulder	$16,240,000	2035-2039
West Colfax Avenue	Sheridan Boulevard to Broadway and Lincoln Street	Transit corridor and supporting safety and multimodal improvements	Denver	$26,573,077	2040-2050

Locally funded projects

DRCOG staff worked with local governments and public highway authorities to identify locally funded, regionally significant capacity projects that will be completed by 2050. Projects listed in Tables 3.8 and 3.9 represent major transportation investments but are typically funded by local governments, toll highway authorities or other project sponsors through funding sources they control, such as general fund revenues, developer contributions or other revenue sources. DRCOG staff updated the list of locally funded projects from the original plan through multiple rounds of coordination with project applicants.

Table 3.8: Local government projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
6th Avenue	Monaghan Road to Watkins Road	New 4-lane road	Arapahoe	Not provided	2035-2039
6th Avenue	Imboden Road to Cavanaugh Road	New 2-lane road	Arapahoe	Not provided	2040-2049
6th Avenue	Monaghan Road to Imboden Road	New 2-lane road	Arapahoe	Not provided	2040-2049
6th Avenue	Watkins Road to Imboden Road	New 4-lane road	Arapahoe	Not provided	2040-2049
6th Avenue	6th Parkway to Harvest Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$13,194,030	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
6th Avenue	Harvest Mile Road to Watkins Road	New 6-lane road	Adams, Arapahoe	$19,200,000	2040-2049
6th Avenue	Manila Road to Schumaker Road	New 2-lane road	Adams, Arapahoe	$9,600,000	2040-2049
6th Avenue	Watkins Road to Manila Road	New 4-lane road	Adams, Arapahoe	$19,200,000	2040-2049
6th Avenue (State Highway 30)	Airport Boulevard to 6th Parkway	Widen from 4 to 6 lanes	Adams, Arapahoe	$24,257,000	2035-2039
6th Avenue	Seminole Street to Kalamath Street	Viaduct reconstruction, including mobility and access improvements	Denver	$495,000,000	2035-2039
8th Avenue	Vallejo Street to Mariposa Street	Viaduct reconstruction, including mobility and access improvements	Denver	$89,000,000	2030-2034
17th Avenue	Alpine Street to Ute Creek Drive	Widen from 2 to 4 lanes	Boulder	$2,302,510	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
48th Avenue	Picadilly Road to Powhaton Road	New 6-lane road	Adams, Arapahoe	$40,706,040	2025-2029
48th Avenue	Powhaton Road to Monaghan Road	New 2-lane road	Adams, Arapahoe	$7,500,000	2025-2029
48th Avenue	Imboden Road to Manila Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$4,800,000	2030-2034
48th Avenue	Powhaton Road to Monaghan Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$7,500,000	2035-2039
56th Avenue	Genoa Street to Picadilly Road	Widen from 5 to 6 lanes	Denver	$5,800,000	2035-2039
56th Avenue	E-470 to Powhaton Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$19,400,000	2025-2029
56th Avenue	Picadilly Road to E-470	Widen from 2 to 6 lanes	Adams, Arapahoe	$9,696,450	2025-2029
56th Avenue	Peña Boulevard to Tower Road	Widen from 4 to 6 lanes	Denver	$17,300,000	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
56th Avenue	Peoria Street to Peña Boulevard	Widen from 2 to 4 lanes	Denver	$40,000,000	2035-2039
56th Avenue	Powhaton Road to Imboden Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$24,000,000	2035-2039
56th Avenue	Imboden Road to Schumaker Road	New 2-lane road	Adams, Arapahoe	$19,000,000	2040-2049
58th Avenue	Washington Street to York Street	Widen from 2 to 4 lanes	Adams	$10,346,093	2025-2029
64th Avenue	Denver/Aurora city limit to Himalaya Street	Widen from 2 to 6 lanes	Adams, Arapahoe	$6,452,362	2025-2029
64th Avenue	Harvest Mile Road to Powhaton Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$10,934,700	2025-2029
64th Avenue	Harvest Mile Road to Powhaton Road	New 2-lane road	Adams, Arapahoe	$6,452,362	2025-2029
64th Avenue	Powhaton Road to Monaghan Road	New 4-lane road	Adams, Arapahoe	$6,709,410	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
64th Avenue	Himalaya Road to Harvest Mile Road	Widen from 4 to 6 lanes	Adams, Arapahoe	$39,000,000	2035-2039
64th Avenue	Himalaya Road to Harvest Mile Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$39,000,000	2035-2039
64th Avenue	Tower Road to Denver/ Aurora city limit	Widen from 2 to 4 lanes	Denver	$700,000	2040-2049
80th Avenue	Indiana Street to Kipling Street	Widen from 2 to 4 lanes	Jefferson	$65,000,000	2040-2049
96th Avenue	I-76 to Heinz Way	Widen from 2 to 4 lanes	Adams	$14,500,000	2025-2029
96th Avenue	State Highway 2 to Tower Road	Widen from 2 to 4 lanes	Adams	$46,672,500	2035-2039
96th Avenue	Tower Road to Picadilly Road	Widen from 2 to 6 lanes	Adams	$14,668,500	2035-2039
104th Avenue	Marion Street to Colorado Boulevard	Widen from 4 to 6 lanes	Adams	$28,920,000	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
104th Avenue	McKay Road to U.S. Route 85	Widen from 2 to 4 lanes	Adams	$40,600,000	2025-2029
120th Avenue	E-470 to Picadilly Road	Widen from 2 to 6 lanes	Adams	$15,500,000	2035-2039
120th Avenue	Sable Boulevard to E-470	Widen from 4 to 6 lanes	Adams	$29,718,000	2035-2039
144th Avenue	U.S. Route 287 to Zuni Street	Widen from 2 to 4 lanes	Broomfield	$21,200,000	2025-2029
152nd Avenue	Washington Street to York Street	Widen from 2 to 4 lanes	Adams	$13,074,650	2035-2039
168th Avenue	State Highway 7 to U.S. Route 85	Multimodal improvements	Adams	$4,300,000	2040-2049
Arapahoe Road	Himalaya Way to Liverpool Street	Widen from 4 to 6 lanes	Arapahoe	$6,176,772	2025-2029
Arapahoe Road	Chapparal Circle to Himalaya Street	Widen from 4 to 6 lanes	Arapahoe	$16,600,000	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
East Bromley Lane	Tower Road to I-76	Widen from 4 to 6 lanes	Adams	$1,853,032	2025-2029
East Bromley Lane	U.S. Route 85 to Sable Boulevard	Widen from 4 to 6 lanes	Adams	$1,333,500	2025-2029
Broncos Parkway	Jordan Road to Parker Road	Widen from 4 to 6 lanes	Arapahoe	$9,700,000	2040-2049
Buckley Road	118th Avenue to Cameron Drive	Widen from 2 to 6 lanes	Adams	$13,897,737	2025-2029
Buckley Road	136th Avenue to Bromley Road	Widen from 2 to 4 lanes	Adams	$7,747,000	2025-2029
C-470 eastbound	South Kipling Parkway to Wadsworth Boulevard	Add 1 high-occupancy toll lane	Jefferson	$45,000,000	2025-2029
C-470 eastbound	Broadway to I-25	Add 1 high-occupancy toll lane	Douglas	$80,000,000	2035-2039
C-470 westbound	Wadsworth Boulevard to South Kipling Parkway	Add 1 high-occupancy toll lane	Jefferson	$45,000,000	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
C-470 westbound	Colorado Boulevard to Lucent Boulevard	Add 1 high-occupancy toll lane	Douglas	$80,000,000	2035-2039
Canyonside Boulevard	Crowfoot Valley Road to Hess Road	New 4-lane road	Douglas	$16,000,000	2035-2039
Chambers Road	Crowfoot Valley Road to Hess Road	New 2-lane road	Douglas	$19,500,000	2025-2029
Chambers Road	Crowfoot Valley Road to Hess Road	Widen from 2 to 4 lanes	Douglas	$17,500,000	2035-2039
Chambers Road	Crowfoot Valley Road to Hess Road	Widen from 4 to 6 lanes	Douglas	$12,000,000	2040-2049
Chambers Road	E-470 to Arapahoe/ Douglas county line	Widen from 4 to 6 lanes	Douglas	$12,500,000	2040-2049
Chambers Road	Hess Road to Mainstreet	Widen from 4 to 6 lanes	Douglas	$10,000,000	2040-2049
Chambers Road	Mainstreet to Lincoln Avenue	Widen from 4 to 6 lanes	Douglas	$16,000,000	2040-2049

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Chambers Road/Bayou Gulch Road	Crowfoot Valley Road to Parker south town limit	Widen from 2 to 4 lanes	Douglas	$4,500,000	2035-2039
Chambers Road/Bayou Gulch Road	Parker Road to Vistancia Drive	Widen from 2 to 4 lanes	Douglas	$18,000,000	2040-2049
Chambers Road/Bayou Gulch Road	Vistancia Drive to southern boundary	Widen from 2 to 4 lanes	Douglas	$6,000,000	2040-2049
Colorado Boulevard	144th Avenue to 156th Avenue	Widen from 2 to 4 lanes	Adams	$23,500,000	2035-2039
Colorado Boulevard	156th Avenue to 168th Avenue	New 4-lane road	Adams	$23,500,000	2035-2039
East County Line Road	9th Avenue to State Highway 66	Widen from 2 to 4 lanes	Boulder	$9,779,000	2035-2039
East County Line Road	State Highway 7 to Arapahoe Road relocation	Widen from 2 to 4 lanes	Weld	Not provided	2030-2034

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Crowfoot Valley Road	Chambers Road to Stroh Road	Widen from 2 to 4 lanes	Douglas	$11,500,000	2035-2039
Crowfoot Valley Road	Macanta Road/ Canyonside Boulevard to Chambers Road	Widen from 2 to 4 lanes	Douglas	$38,000,000	2035-2039
Easter Avenue	Havana Street to Peoria Street	Widen from 4 to 6 lanes	Arapahoe	$11,400,000	2035-2039
Evans Avenue	Colorado Boulevard to Quebec Street	Multimodal reconstruction, including enhanced sidewalks, medians, crossings and transit improvements	Denver	$86,000,000	2030-2034
Green Valley Ranch Boulevard	Chambers Road to Peña Boulevard	Widen from 4 to 6 lanes	Denver	$9,900,000	2025-2029
Green Valley Ranch Boulevard	Peña Boulevard to Tower Road	Widen from 4 to 6 lanes	Denver	$1,700,000	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Gun Club Road	State Highway 30 to Stephen P. Hogan Parkway	Widen from 2 to 4 lanes	Arapahoe	Not provided	2035-2039
Gun Club Road	Auora Parkway to Quincy Avenue	Widen from 4 to 6 lanes	Arapahoe	Not provided	2040-2049
Hampden Avenue	Picadilly Road to Gun Club Road	Widen from 2 to 4 lanes	Arapahoe	$12,353,544	2035-2039
Harvest Mile Road	56th Avenue to 64th Avenue	New 3-lane road	Adams, Arapahoe	$6,452,235	2025-2029
Harvest Mile Road	56th Avenue to 64th Avenue	Widen from 3 to 6 lanes	Adams, Arapahoe	$7,760,970	2035-2039
Harvest Mile Road	Jewell Avenue to Mississippi Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$13,313,410	2035-2039
Harvest Mile Road/ Powhaton Road	I-70 to 26th Avenue	New 4-lane road	Adams, Arapahoe	$12,000,000	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Harvest Mile Road/ Powhaton Road	I-70 to 26th Avenue	Widen from 4 to 6 lanes	Adams, Arapahoe	$8,000,000	2035-2039
Harvest Road	6th Avenue to I-70	New 6-lane road	Adams, Arapahoe	$13,313,410	2025-2029
Harvest Road	Alameda Avenue to 1st Avenue	Widen from 4 to 6 lanes	Adams, Arapahoe	$6,657,340	2025-2029
Harvest Road	Mississippi Avenue to Alameda Avenue	Add new 6-lane road	Adams, Arapahoe	$13,313,410	2025-2029
Havana Street	Lincoln Avenue	Grade separation of Havana Street and Lincoln Avenue with safety, operational and multimodal improvements	Douglas	$60,000,000	2025-2029
Hess Road	Canyonside Boulevard to Chambers Road	Widen from 2 to 4 lanes	Douglas	$17,000,000	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Hilltop Road	Canterberry Parkway to Singing Hills Road	Widen from 2 to 4 lanes	Douglas	$20,000,000	2025-2029
Huron Street	150th Avenue to 160th Avenue	Widen from 2 to 4 lanes	Broomfield	$8,572,500	2025-2029
Huron Street	160th Avenue to State Highway 7	Widen from 2 to 4 lanes	Broomfield	$5,080,000	2025-2029
I-70	32nd Avenue	Interchange reconstruction	Jefferson	$22,400,000	2025-2029
I-70	Harvest Mile Road	New interchange	Adams, Arapahoe	$39,566,215	2025-2029
I-70	Picadilly Road	New interchange	Adams, Arapahoe	$27,490,547	2025-2029
I-76	Bridge Street	New interchange	Adams	$25,400,000	2025-2029
I-76	Weld County Road 8	New interchange	Weld	$185,000,000	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Imboden Mile Road	40th Avenue to 48th Avenue	Widen from 2 to 4 lanes	Adams, Arapahoe	$4,000,000	2035-2039
Imboden Mile Road/Quail Run Road	29th Avenue/Quail Run Road to Imboden Road/40th Avenue	New 4-lane road	Adams, Arapahoe	$24,000,000	2035-2039
Imboden Road	48th Avenue to 56th Avenue	Widen from 2 to 4 lanes	Adams, Arapahoe	$24,000,000	2035-2039
Jewell Avenue	E-470 to Gun Club Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$4,848,860	2025-2029
Jewell Avenue	Gun Club Road to Harvest Mile Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$9,950,450	2025-2029
Jewell Avenue	Himalaya Street to E-470	Widen from 3 to 6 lanes	Adams, Arapahoe	$13,194,030	2025-2029
Jewell Avenue	Harvest Road to Monaghan Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$9,700,000	2035-2039
Jewell Avenue	Monaghan Road to Watkins Road	Widen from 2 to 4 lanes	Adams, Arapahoe	$14,400,000	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Lincoln Avenue	Keystone Boulevard to Parker Road	Widen from 4 to 6 lanes	Douglas	$20,250,000	2025-2029
Lincoln Avenue	1st Street to Keystone Boulevard	Widen from 4 to 6 lanes	Douglas	$18,000,000	2035-2039
Lincoln Avenue	Peoria Street to 1st Avenue	Widen from 4 to 6 lanes	Douglas	$4,000,000	2035-2039
Mainstreet	Canterberry Parkway to Delbert Road	Widen from 2 to 4 lanes	Douglas	$28,000,000	2040-2049
Manila Road	6th Avenue to I-70	New 4-lane road	Adams, Arapahoe	$5,000,000	2035-2039
Manila Road	I-70 to 48th Avenue	Widen from 2 to 4 lanes	Adams, Arapahoe	$15,000,000	2035-2039
Monaghan Road	26th Avenue to 56th Avenue	Widen from 2 to 4 lanes	Adams, Arapahoe	$26,000,000	2035-2039
Monaghan Road	56th Avenue to 64th Avenue	New 4-lane road	Adams, Arapahoe	$25,000,000	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Monaghan Road	I-70 to 26th Avenue	New 4-lane road	Adams, Arapahoe	$25,000,000	2035-2039
Monaghan Road	Quincy Avenue to Yale Avenue	New 6-lane road	Arapahoe	$22,860,000	2040-2049
Moore Road	Waterton Road to Titan Road	Widen from 2 to 4 lanes	Douglas	To be determined	2025-2029
Nelson Road	75th Street to Affolter Drive	Widen from 2 to 4 lanes	Boulder	$5,198,110	2025-2029
Northwest Parkway	96th Street to State Highway 128	Add 2 toll lanes	Broomfield	$39,370,000	2025-2029
Pace Street	5th Avenue to 17th Avenue	Widen from 2 to 4 lanes	Boulder	$3,827,780	2025-2029
Pecos Street	52nd Avenue to 0.72 miles north of 56th Avenue	Widen from 2 to 4 lanes	Adams	$8,647,748	2025-2029
Pecos Street	84th Avenue to 104th Avenue	Multimodal improvements	Adams	$45,880,000	2040-2049

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Peña Boulevard	E-470 to Jackson Gap Street	Widen from 6 to 8 lanes	Denver	$33,000,000	2025-2029
Peña Boulevard	Jackson Gap Street to Denver International Airport terminal	Widen from 6 to 8 lanes	Denver	$10,200,000	2025-2029
Peña Boulevard	Gun Club Road	Interchange capacity	Denver	$15,000,000	2030-2034
Peoria Street	0.75 miles south of Lincoln Avenue to Mainstreet/RidgeGate Parkway	Widen from 2 to 4 lanes	Douglas	$5,000,000	2035-2039
Peoria Street	E-470 to 0.75 miles south of Lincoln Avenue	Widen from 2 to 4 lanes	Douglas	$7,000,000	2035-2039
Picadilly Road	48th Avenue to 56th Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$13,568,680	2025-2029
Picadilly Road	56th Avenue to 70th Avenue/Aurora city limits	New 6-lane road	Adams, Arapahoe	$20,353,020	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Picadilly Road	6th Parkway to Colfax Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$5,000,000	2025-2029
Picadilly Road	Colfax Avenue to I-70	New 6-lane road	Adams, Arapahoe	$12,904,724	2025-2029
Picadilly Road	I-70 to Smith Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$5,332,730	2025-2029
Picadilly Road	Smith Road to 48th Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$22,496,780	2025-2029
Picadilly Road	State Highway 30 to 6th Parkway	New 4-lane road	Adams, Arapahoe	$7,000,000	2025-2029
Picadilly Road	82nd Avenue to 96th Avenue	New 6-lane road	Adams	$21,590,000	2035-2039
Picadilly Road	96th Avenue to 120th Avenue	New 6-lane road	Adams	$49,022,000	2035-2039
Picadilly Road	70th Avenue to 82nd Avenue	New 6-lane road	Denver	$11,400,000	2040-2049

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Plum Creek Parkway	Wolfensberger Road to I-25	Widen from 2 to 4 lanes	Douglas	$5,080,000	2025-2029
Powhaton Road	26th Avenue to 48th Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$40,000,000	2025-2029
Powhaton Road	Smoky Hill Road to County Line Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$3,491,230	2035-2039
Powhaton Road	Jewell Avenue to 26th Avenue	Widen from 2 to 4 lanes	Adams, Arapahoe	$24,500,000	2040-2049
Prairie Hawk Drive	0.2 miles south of Topeka Way to Morningbird Lane	Widen from 2 to 4 lanes	Douglas	$9,000,000	2035-2039
Prairie Hawk Drive	Plum Creek Parkway to 0.2 miles south of Topeka Way	New road	Douglas	$9,000,000	2035-2039
Quail Run Road	I-70 to 29th Avenue/Quail Run Road	New 4-lane road	Adams, Arapahoe	$36,391,342	2035-2039
Quail Run Road	6th Avenue to I-70	New 4-lane road	Arapahoe	$5,000,000	2040-2049

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Quebec Street	120th Avenue to 128th Avenue	Widen from 2 to 4 lanes	Adams	$8,432,800	2025-2029
Quebec Street	132nd Avenue to 160th Avenue	Widen from 2 to 4 lanes	Adams	$21,010,880	2025-2029
Quincy Avenue	Irving Street to Federal Boulevard	New 2-lane road	Arapahoe	$3,810,000	2025-2029
Quincy Avenue	Simms Street to Kipling Parkway	Widen from 2 to 4 lanes	Jefferson	$12,001,500	2025-2029
Quincy Avenue	Hayesmount Road to Watkins Road	Widen from 2 to 4 lanes	Arapahoe	$16,002,000	2035-2039
Quincy Avenue	Monaghan Road to Hayesmount Road	Widen from 2 to 4 lanes	Arapahoe	$18,935,700	2035-2039
Rampart Range Road	Waterton Road to Titan Road	Widen from 2 to 4 lanes	Douglas	$10,000,000	2035-2039
Riverdale Road	Colorado Boulevard to State Highway 7	Multimodal improvements	Adams	$203,000,000	2040-2049

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Sheridan Parkway	Lowell Boulevard to Northwest Parkway	Widen from 2 to 4 lanes	Broomfield	$7,620,000	2025-2029
Sheridan Parkway	Northwest Parkway to Preble Creek	Widen from 2 to 4 lanes	Broomfield	$5,715,000	2025-2029
Smoky Hill Road	Pheasant Run Parkway to Versailles Parkway	Widen from 4 to 6 lanes	Adams, Arapahoe	$33,909,000	2035-2039
State Highway 58	Cabela Street interchange	Add new interchange	Jefferson	$19,558,000	2025-2029
State Highway 7	Boulder County line to Sheridan Parkway	Widen from 2 to 4 lanes	Broomfield	$6,604,000	2025-2029
State Highway 7	Sheridan Parkway to I-25	Widen from 2 to 6 lanes	Broomfield	$10,172,700	2025-2029
State Highway 7	Riverdale Road to U.S. Route 85	Widen from 2 to 4 lanes	Adams	$16,319,500	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Stephen D. Hogan Parkway/6th Parkway	E-470 to Gun Club Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$34,904,680	2035-2039
Stephen D. Hogan Parkway/6th Parkway	State Highway 30 to E-470	Widen from 2 to 6 lanes	Adams, Arapahoe	$34,904,680	2035-2039
Stroh Road	Chambers Road to Crowfoot Valley Road	New 4-lane road	Douglas	$14,000,000	2025-2029
Stroh Road	Crowfoot Valley Road to J. Morgan Boulevard	Widen from 2 to 4 lanes	Douglas	$9,250,000	2025-2029
Titan Road	Rampart Range Road to Santa Fe Drive	Widen from 2 to 4 lanes	Douglas	$25,000,000	2035-2039
Tower Road	6th Avenue to Colfax Avenue	New 2-lane road	Adams, Arapahoe	$25,820,370	2025-2029
Tower Road	Colfax Avenue to Smith Road	Widen from 2 to 6 lanes	Adams, Arapahoe	$8,727,440	2025-2029

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Tower Road	Peña Boulevard to 105th Avenue	Widen from 4 to 6 lanes	Adams	$20,000,000	2025-2029
Tower Road	45th Avenue to Green Valley Ranch Boulevard/48th Avenue	Widen from 4 to 6 lanes	Denver	$2,500,000	2030-2034
Tower Road	48th Avenue to 56th Avenue	Widen from 4 to 6 lanes	Denver	$5,300,000	2030-2034
Tower Road	56th Avenue to Peña Boulevard	Widen from 4 to 6 lanes	Denver	$16,000,000	2030-2034
Tower Road	6th Avenue to Colfax Avenue	Widen from 2 to 6 lanes	Adams, Arapahoe	$25,820,370	2035-2039
Tower Road/ Buckley Road	105th Avenue to 118th Avenue	New 4-lane road	Adams	$8,801,100	2025-2029
U.S. Route 85	Titan Road to Highlands Ranch Parkway	Widen from 4 to 6 lanes	Douglas	$5,000,000	2025-2029
U.S. Route 85	Airport Road	New interchange	Douglas	$74,000,000	2030-2034

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Waterton Road	Moore Road to U.S. Route 85	Widen from 2 to 4 lanes	Douglas	To be determined	2025-2029
Waterton Road	State Highway 121 to Campfire Street	Widen from 2 to 4 lanes	Douglas	$16,000,000	2025-2029
Watkins Road	6th Avenue to Mississippi Avenue	Widen from 2 to 4 lanes	Arapahoe	Not provided	2035-2039
Watkins Road	I-70 to 6th Avenue	Widen from 2 to 4 lanes	Arapahoe	Not provided	2035-2039
Watkins Road	Yale Avenue to Quincy Avenue	Widen from 2 to 4 lanes	Arapahoe	Not provided	2035-2039
Watkins Road	Quincy Avenue to I-70	Widen from 2 to 6 lanes	Arapahoe	$54,673,500	2035-2039
Wolfensberger Road	Coachline Road to Prairie Hawk Drive	Widen from 2 to 4 lanes	Douglas	$7,500,000	2035-2039
Yale Avenue	Monaghan Road to Hayesmount Road	Widen from 2 to 6 lanes	Arapahoe	$17,335,500	2035-2039

Table 3.8: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
York Street	160th Avenue (State Highway 7) to 168th Avenue	Widen from 2 to 4 lanes	Adams	$7,493,000	2025-2029
York Street	88th Avenue to 78th Avenue	Widen from 2 to 4 lanes	Adams	$13,500,000	2025-2029
York Street	E-470 to State Highway 7	Widen from 2 to 4 lanes	Adams	$10,668,000	2025-2029
York Street	State Highway 224 to 58th Avenue	Widen from 2 to 4 lanes	Adams	$20,000,000	2025-2029
York Street	152nd Avenue to E-470	Widen from 2 to 4 lanes	Adams	$13,074,650	2030-2034

Table 3.9: Public highway authority projects

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
E-470	104th Avenue to I-76	Widen from 4 to 6 lanes	Adams	$82,000,000	2025-2029
E-470	112th Avenue	Widen from 4 to 6 lanes	Adams	$40,000,000	2025-2029
E-470	38th Ave	New interchange	Adams	$56,950,000	Complete
E-470	48th Avenue	New interchange	Adams	$19,885,000	Complete
E-470	88th Avenue/96th Avenue	New interchange	Adams	$50,000,000	2025-2029
E-470	I-25 South to Parker Road	New interchange	Douglas	$39,000,000	2030-2034
E-470	I-76	Add ramps for fully directional interchange	Adams	$34,100,000	2025-2029
E-470	I-76	Add ramps for fully directional interchange	Adams	$34,100,000	2030-2034
E-470	I-76	Add ramps for fully directional interchange	Adams	$68,200,000	2035-2039

Table 3.9: Public highway authority projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
E-470	I-76 to U.S. Route 85	Widen from 4 to 6 lanes	Adams	$49,000,000	2035-2039
E-470	Parker Road to Smoky Hill Road	Widen from 6 to 8 lanes	Arapahoe, Douglas	$26,000,000	2030-2034
E-470	Peña Boulevard	Add separated auxiliary lanes	Denver	$30,000,000	2025-2029
E-470	Peña Boulevard to I-76	Widen from 6 to 8 lanes	Adams	$38,000,000	2035-2039
E-470	Sable Boulevard	New interchange	Adams	$50,000,000	2025-2029
E-470	Smoky Hill Road to I-70	Widen from 6 to 8 lanes	Arapahoe	$47,000,000	2035-2039
E-470	U.S. Route 85 to I-25 North	Widen from 4 to 6 lanes	Adams	$170,000,000	2035-2039
E-470 multiuse trails	Varies	Trail projects anticipated to be linked with E-470 widenings	Adams, Arapahoe, Douglas	$39,000,000	2025-2050

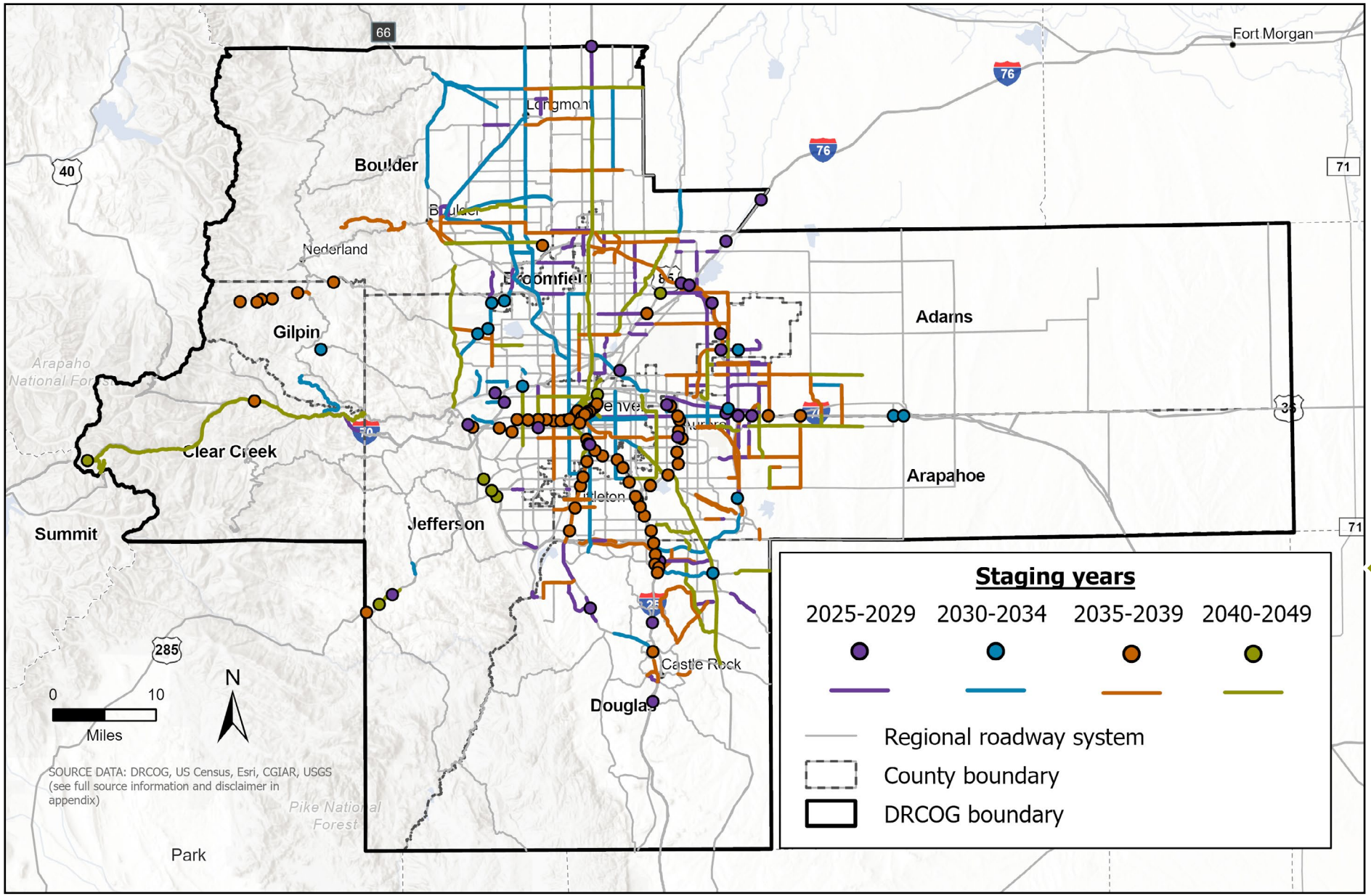
Table 3.9: Public highway authority projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
E-470 pavement overlays	Varies	Pavement overlays associated with anticipated widenings	Adams, Arapahoe, Douglas	$19,000,000	2025-2050
E-470 ramp signalization and geometric improvements	Varies	Signalize ramp terminal intersections and geometric interchange improvements	Adams, Arapahoe, Douglas	$135,000,000	2025-2050
E-470 renewal and replacement program	Varies	Infrastructure renewal, replacement and maintenance items	Adams, Arapahoe, Douglas	$1,540,000,000	2025-2050
E-470 and I-70 interchange complex	I-70	Directional I-70 interchanges	Adams, Arapahoe	$65,600,000	2025-2029
E-470 and I-70 interchange complex	I-70	Directional I-70 interchanges	Adams, Arapahoe	$32,800,000	2030-2034

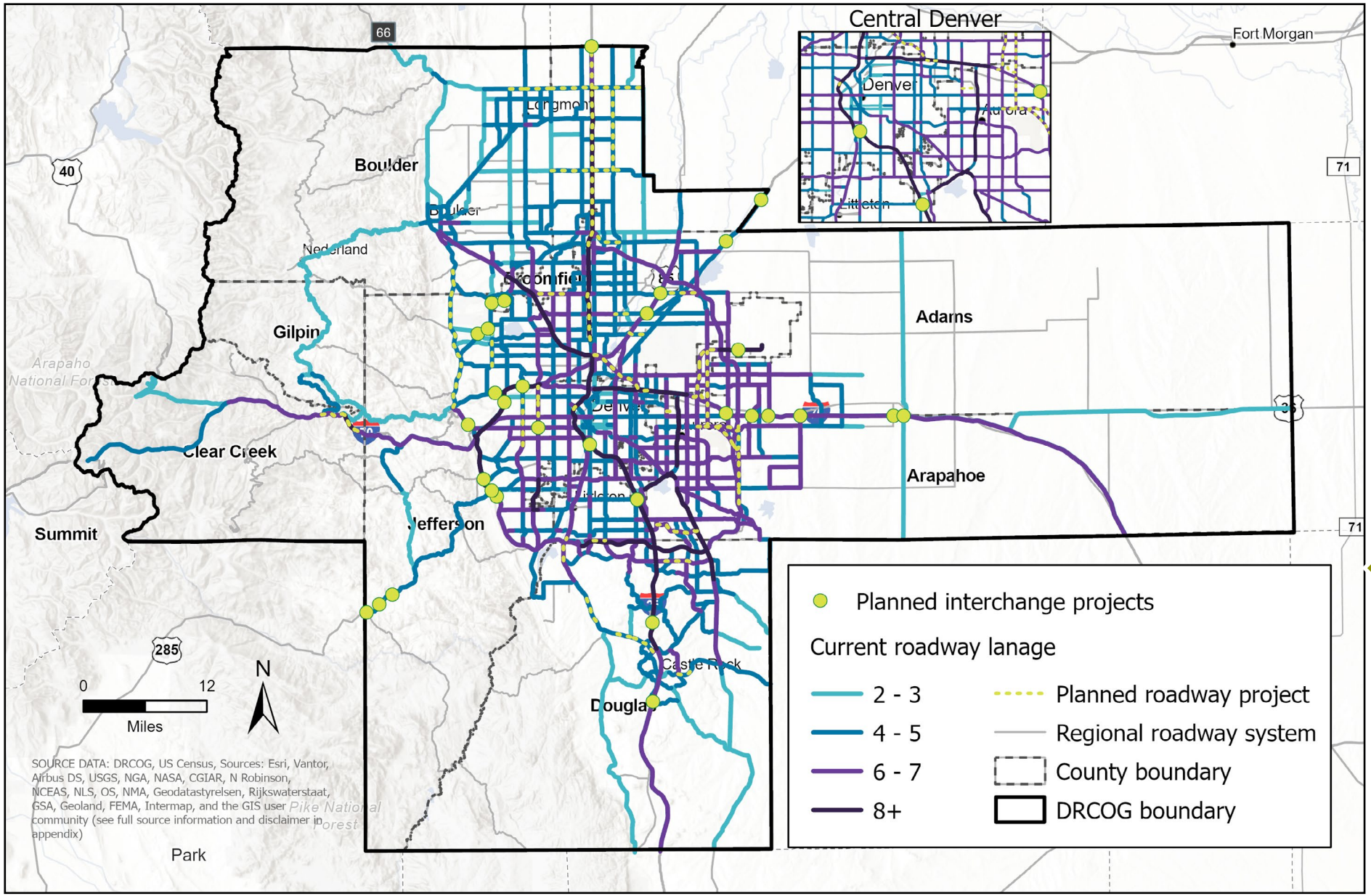
Table 3.9: Public highway authority projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
E-470 and I-70 interchange complex	I-70	Directional I-70 interchanges	Adams, Arapahoe	$32,800,000	2035-2039
Jefferson Parkway	Candelas Parkway	New interchange	Jefferson	$75,000,000	2030-2034
Jefferson Parkway	Indiana Street and State Highway 128	New interchange	Jefferson	$75,000,000	2030-2034
Jefferson Parkway	Simms Street	New interchange	Jefferson	$75,000,000	2030-2034
Jefferson Parkway	State Highway 128 and 96th Street to State Highway 93 north of 64th Avenue	New 4-lane road	Jefferson	$500,000,000	2030-2034
Jefferson Parkway	State Highway 72	New interchange	Jefferson	$75,000,000	2030-2034

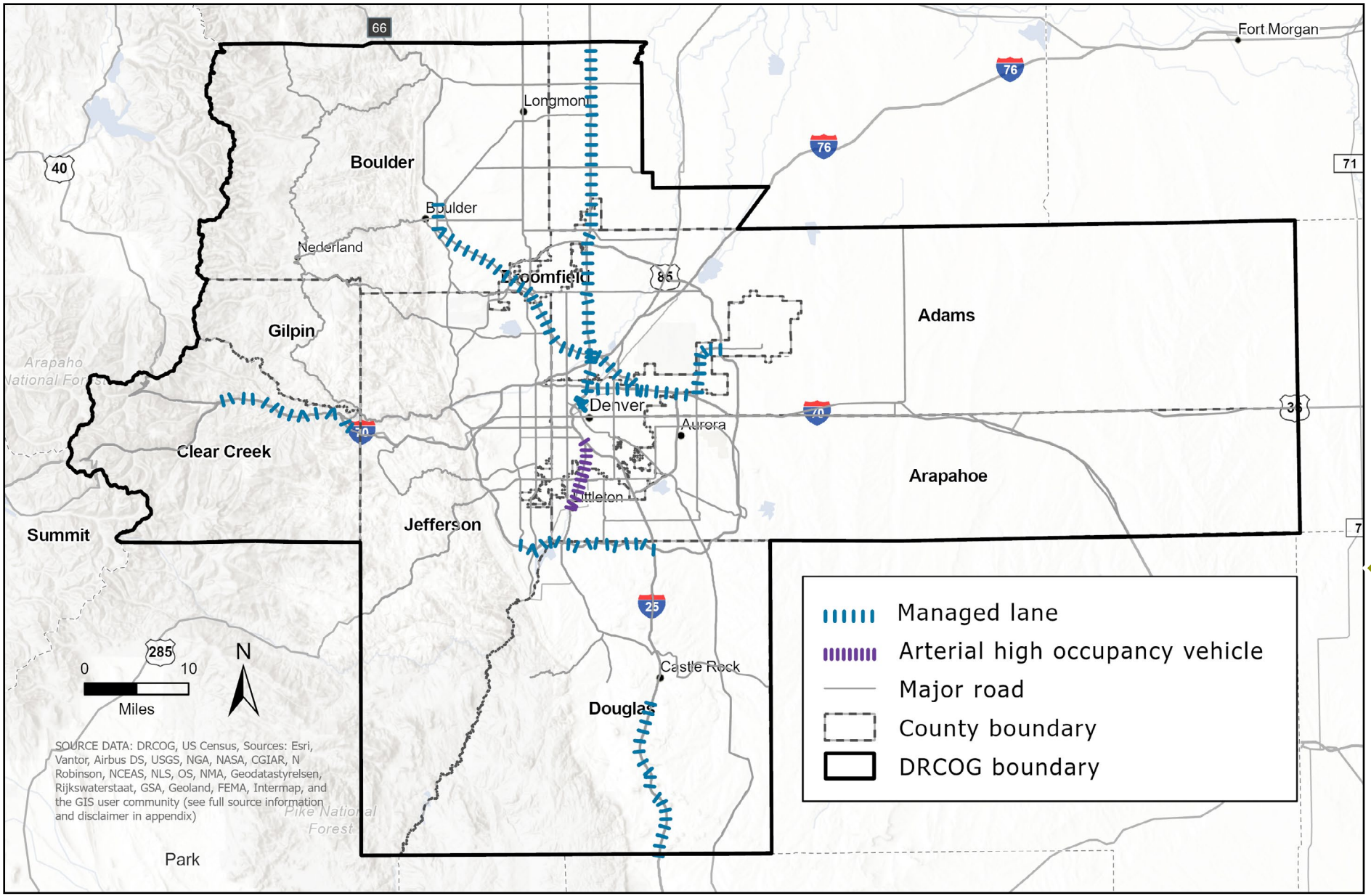
Map 3.1: Fiscally constrained projects



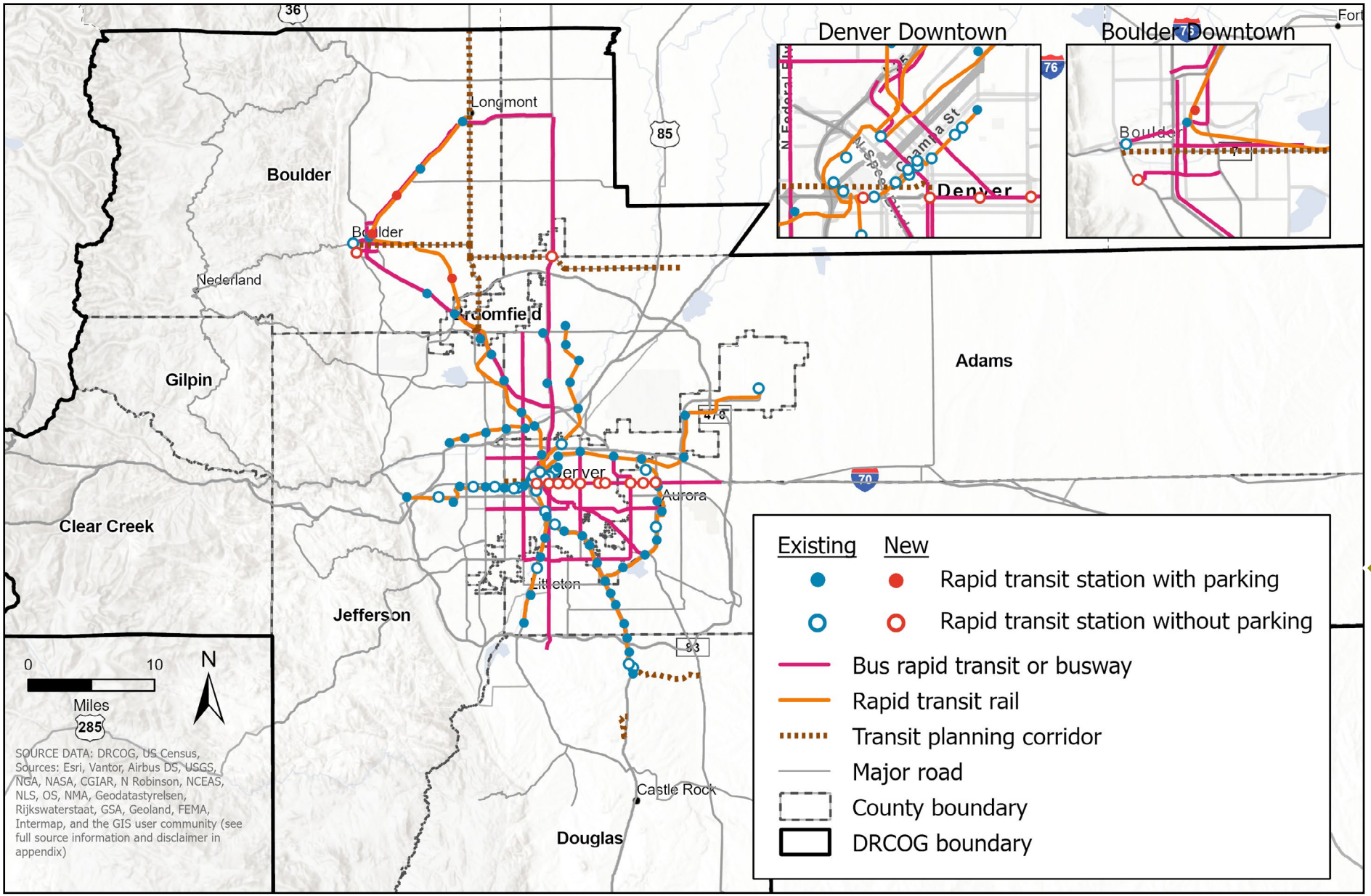
Map 3.2: Fiscally constrained roadway network



Map 3.3: Fiscally constrained managed lanes network



Map 3.4: Fiscally constrained rapid transit network



Vision (unfunded) projects

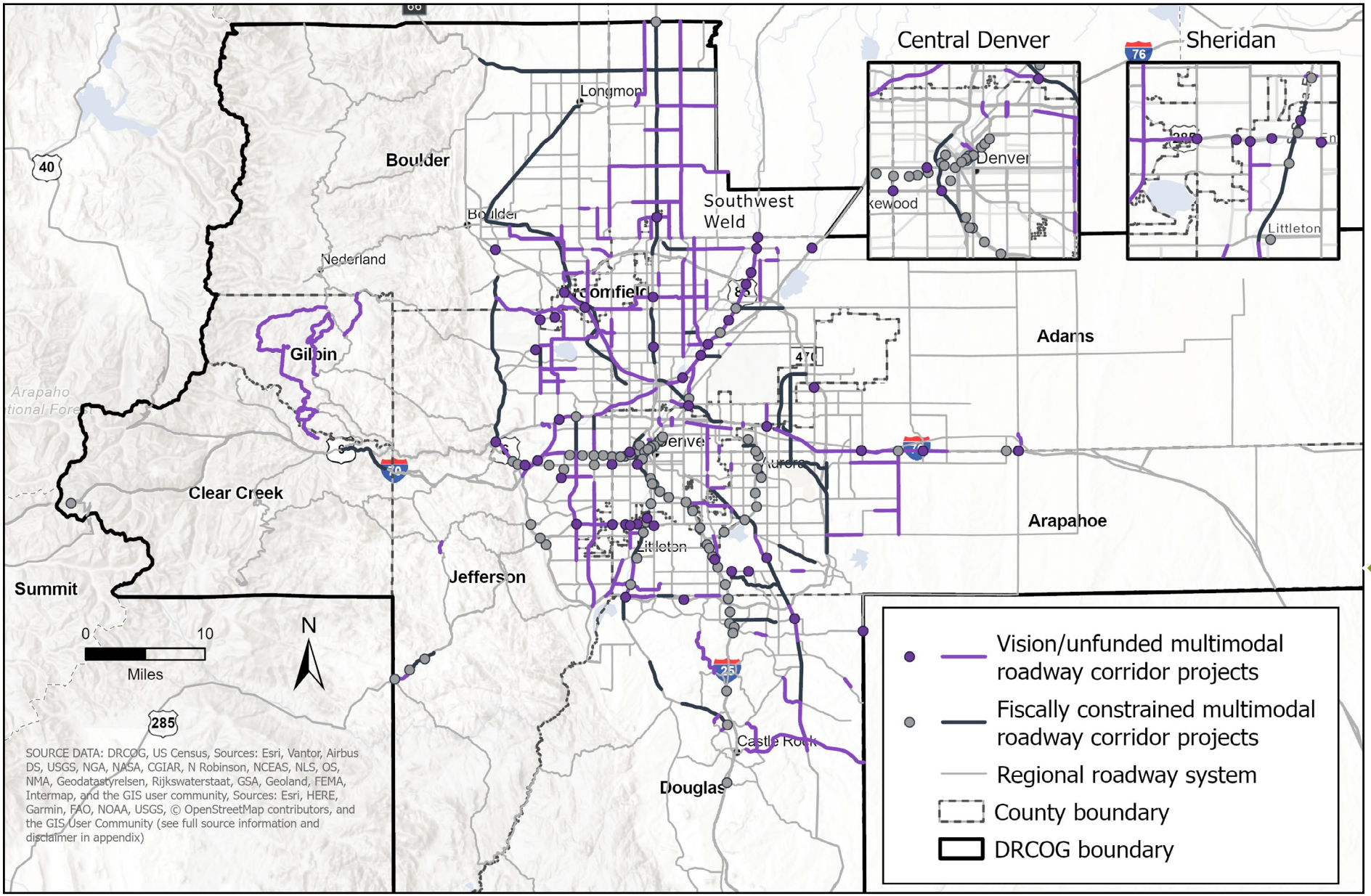
The multimodal system that represents the region's desired state by 2050 is made up of the projects in the fiscally constrained Regional Transportation Plan and vision projects. Vision projects are projects that are needed and desired by CDOT, DRCOG, RTD and local agencies within the region, but are currently unfunded.

The vision projects include the following:

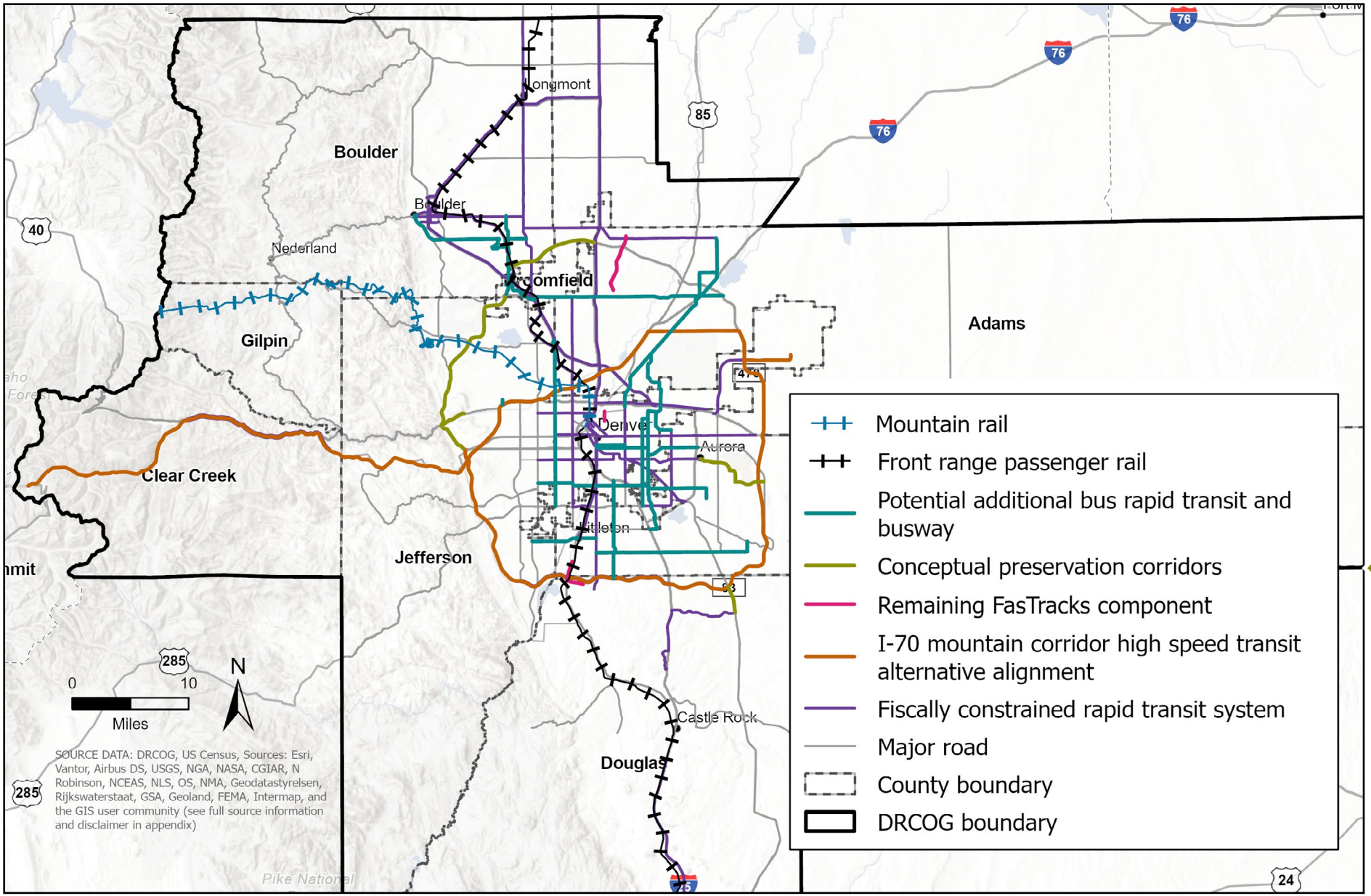
- The vision and needs outlined in relevant plans that informed the 2050 planning process.
- Unfunded candidate projects that were not selected for the fiscally constrained Regional Transportation Plan.
- The unfunded components of RTD's FasTracks system not included in the fiscally constrained Regional Transportation Plan.
- Potential intercity rail along the I-70 mountain corridor with two potential routes within the Denver region.

For a full list of vision projects, please visit DRCOG's Transportation Regional Improvement Projects and Survey database.

Map 3.5: Vision and fiscally constrained roadway network



Map 3.6: Vision and fiscally constrained rapid transit network



Amending the Regional Transportation Plan

Changing needs and conditions within the region sometimes make it necessary for DRCOG staff to amend the Regional Transportation Plan. Staff follow an established process with minimum thresholds for amending the plan outside of the four-year update cycle.

Amendment procedures

The amendment procedures ensure that prioritized projects continue toward implementation. Depending on the level of air quality impacts and scope of changes needed, the following thresholds apply for making an amendment:

Level 1 – Administrative modification: A minor change to a project that does not require public review or comment, redetermination of fiscal constraint, or redetermination of transportation air quality conformity.

Level 2 – Minor amendment: A major change to the total estimated project cost of a project that requires an abbreviated public review and comment period and redetermination of fiscal constraint. Redetermination of transportation air quality conformity is not required.

Level 3 – Major amendment: A major change to a project with regionally significant air quality impacts that requires a full public review and comment period, redetermination of fiscal constraint, and redetermination of transportation air quality conformity.

For more information on the revision procedures, refer to Appendix J.

4

Envision the outcomes

Measure the impact of investments

The 2050 Metro Vision Regional Transportation Plan will guide investments to improve safety, mobility, community, environment and quality of life for the region's residents. Through the project and program investments listed in Chapter 3, the plan will influence many regional outcomes. DRCOG staff measure and evaluate these outcomes in several ways.

The Regional Transportation Plan helps DRCOG and its partners implement Metro Vision by identifying specific improvements to the transportation system. Metro Vision establishes a series of performance measures to help track progress of these and other efforts based on:

- Relevance to the region's vision and objectives.
- Availability of regularly updated and reliable data sources.
- Use of measurable, quantitative information rather than anecdotal insights.



Photo courtesy of CDOT

The plan's projects will improve safety

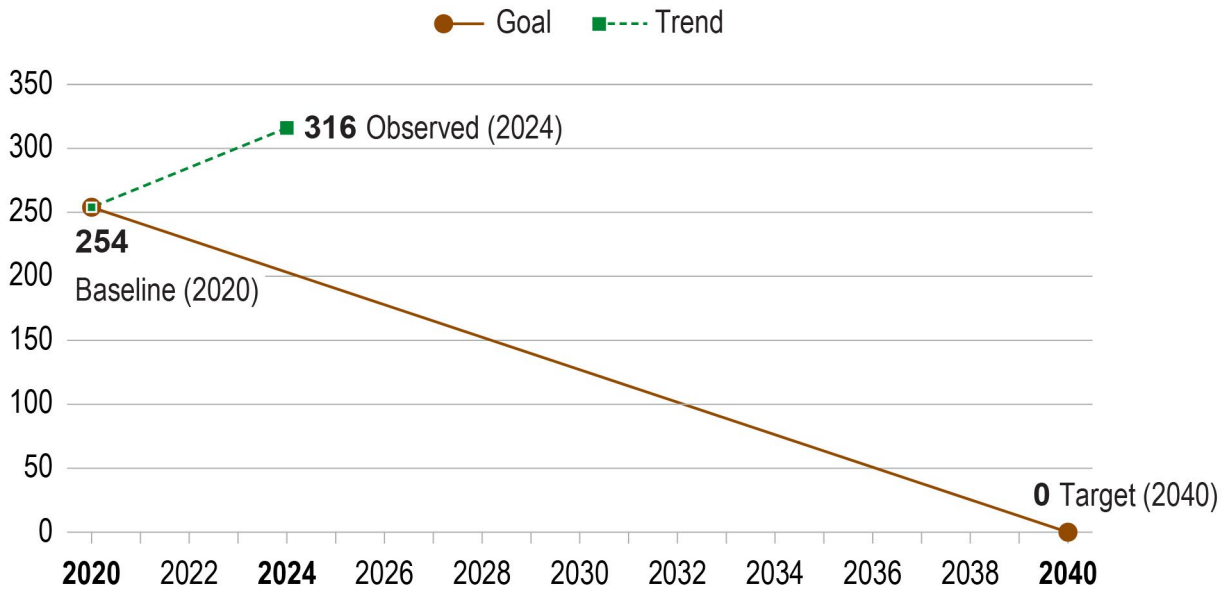
Priority: Increase the safety for users of the transportation system, especially vulnerable road users.

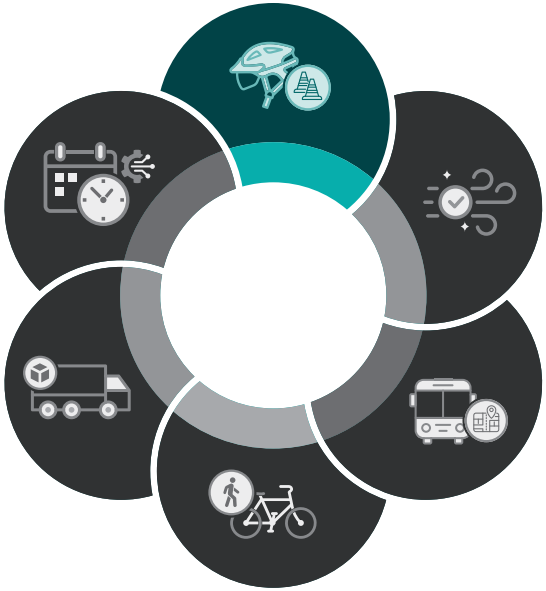
Safety in the region is measured through Metro Vision performance measures.

DRCOG member governments and stakeholders have demonstrated their commitment to safety by adopting Taking Action on Regional Vision Zero. The plan sets out action initiatives, an implementation timeline and measures that will help DRCOG staff track regional progress toward safety improvements.

The region is currently not on track to meet safety goals, but the projects in this plan are expected to help get it back on track.

Figure 4.1: Number of traffic fatalities





32 projects in the plan are dedicated to safety.

$1.5 billion is dedicated to safety funding.

0 traffic deaths by 2040 is DRCOG's goal.

The plan's projects will improve air quality

Priority: Improve air quality and reduce greenhouse gas emissions.

Air quality in the region is measured through Metro Vision performance measures.

DRCOG member governments and stakeholders are committed to improving air quality in the region. Not only are there federal and state requirements for air quality, but better air also improves the lives of the region's residents.

The region is behind schedule to meet the 2040 target of a 60% decrease in surface transportation-related greenhouse gas emissions per capita from the 2010 baseline, but the projects in this plan are expected to help get it back on track.

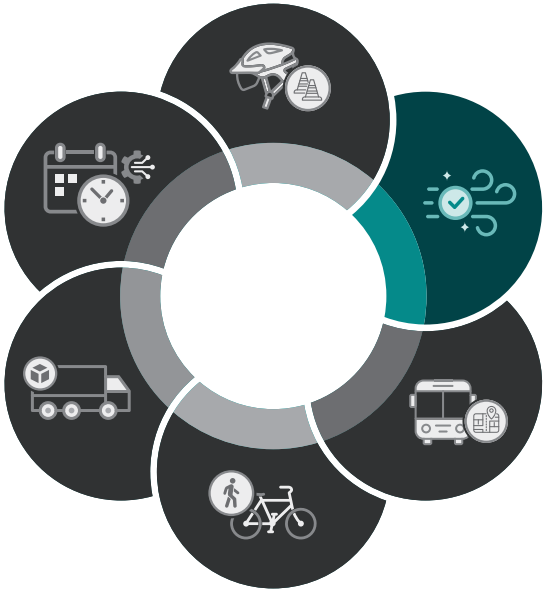
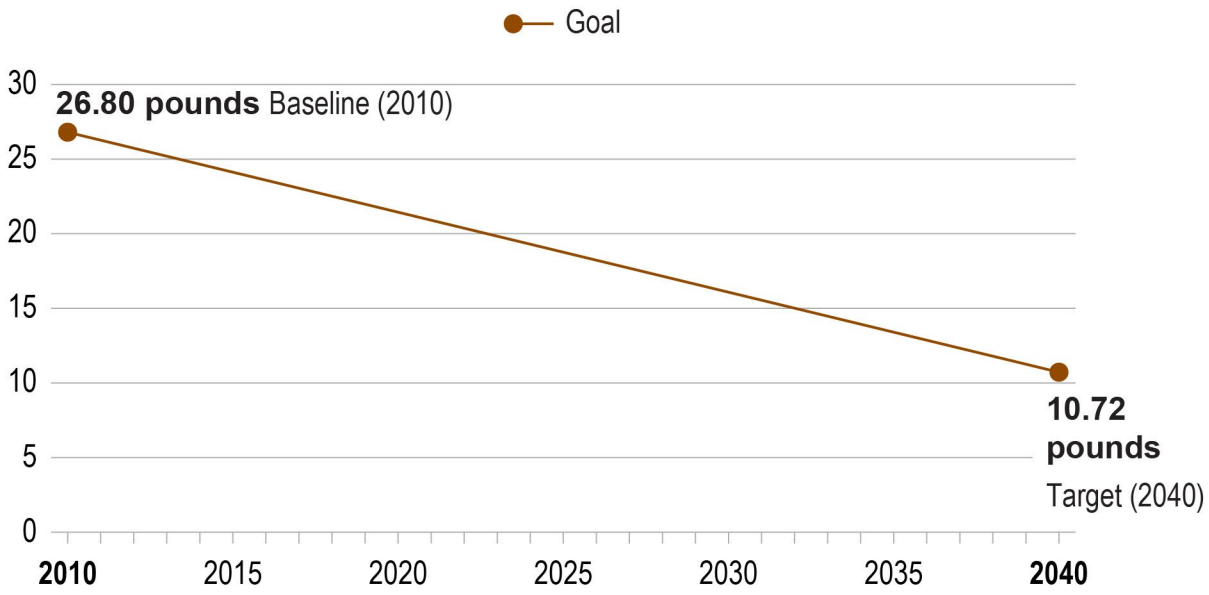


Figure 4.2: Greenhouse gas emissions per capita



39 transit and active transportation projects in the plan could improve air quality.

$3.8 billion is dedicated to projects that could improve air quality.

Achieved the state's required greenhouse gas emissions reductions.

Passed the emissions budgets set through the State Implementation Plan.

The plan's projects will improve regional public transit

Priority: Expand and improve the region's transit network and options.

The impact of public transportation is measured through Metro Vision performance measures.

DRCOG member governments and stakeholders are dedicated to improving public transportation in the region. One of the most notable transit projects is the Regional Bus Rapid Transit Partnership. Through the partnership, DRCOG and other stakeholders are working together to create 12 new bus rapid transit corridors in the region. DRCOG also participates in the development of statewide transit networks.

The region is ahead of schedule to meet the 2040 target where 20% of all housing is near high-frequency or rapid transit. The projects in this plan will further help.

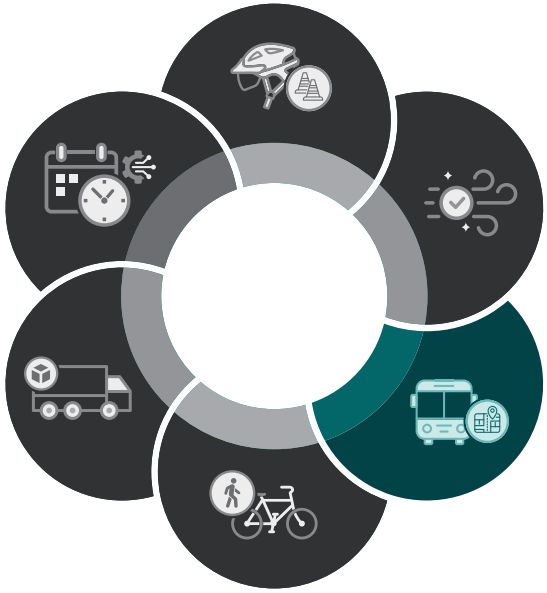
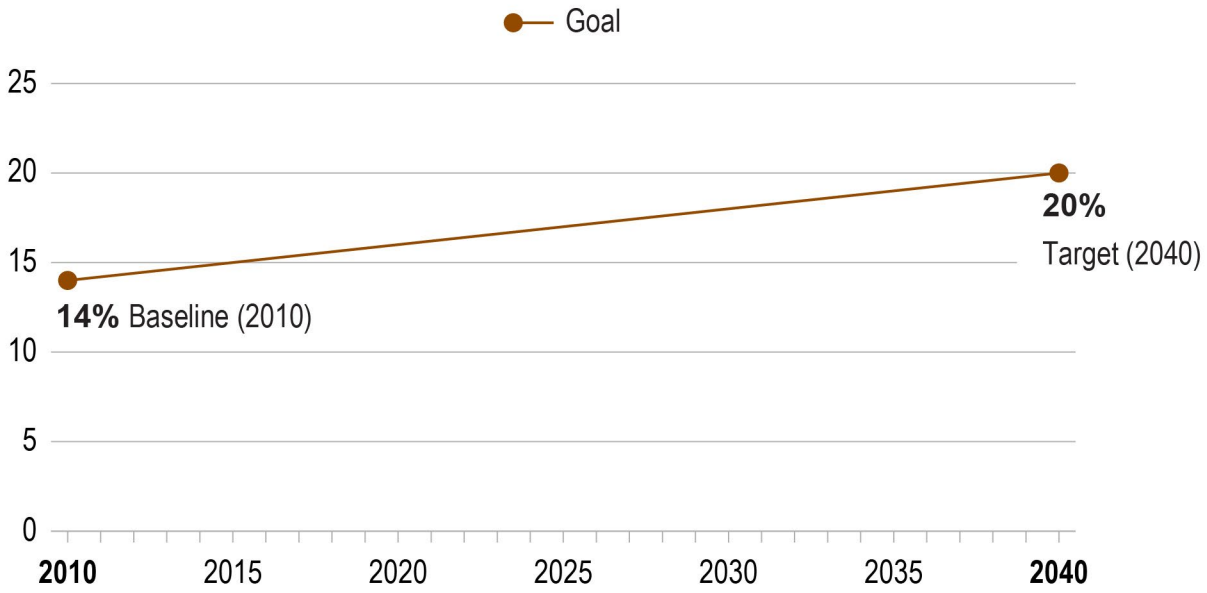


Figure 4.3: Share of housing near high-frequency transit

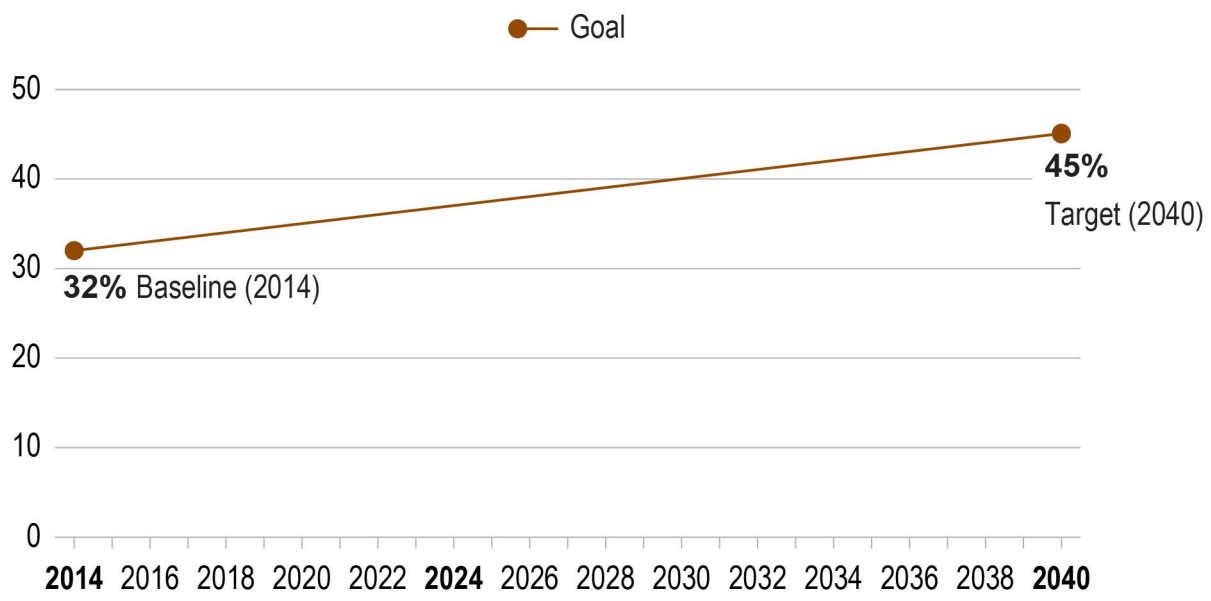


22 projects in the plan are dedicated to public transportation.

50 projects in the plan are within 50 feet of a bus stop or rail station.

The region is ahead of schedule to meet the 2040 target of 2.6 million jobs (or 45%) near high-frequency transit. The projects in this plan will further help.

Figure 4.4: Share of employment near high-frequency transit



$4.6 billion is dedicated to public transportation funding.

12 bus rapid transit lines operational by 2050 is DRCOG's goal.

The plan's projects will improve active transportation

Priority: Create a safe, comfortable and connected walking and bicycling network.

Active transportation in the region is measured through Metro Vision performance measures.

DRCOG member governments and stakeholders have demonstrated their commitment to active transportation by adopting the regional Active Transportation Plan. The plan lists challenges and opportunities facing those who bike, walk and use other active transportation.

The region has met its goal to decrease the number of people who commute by driving alone. The change is primarily due to the post-pandemic increase in telework.

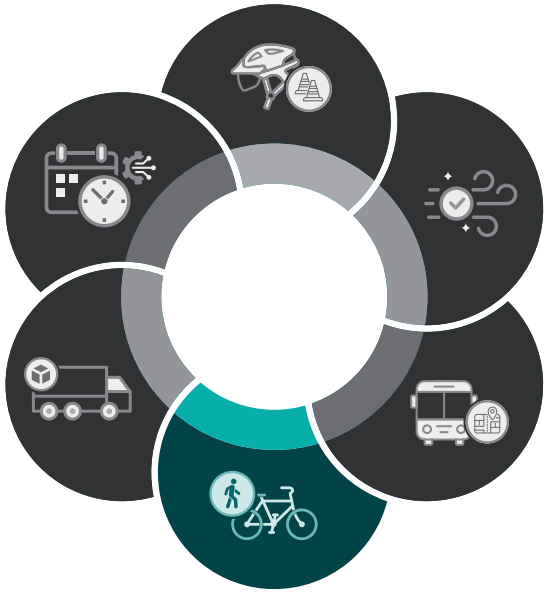
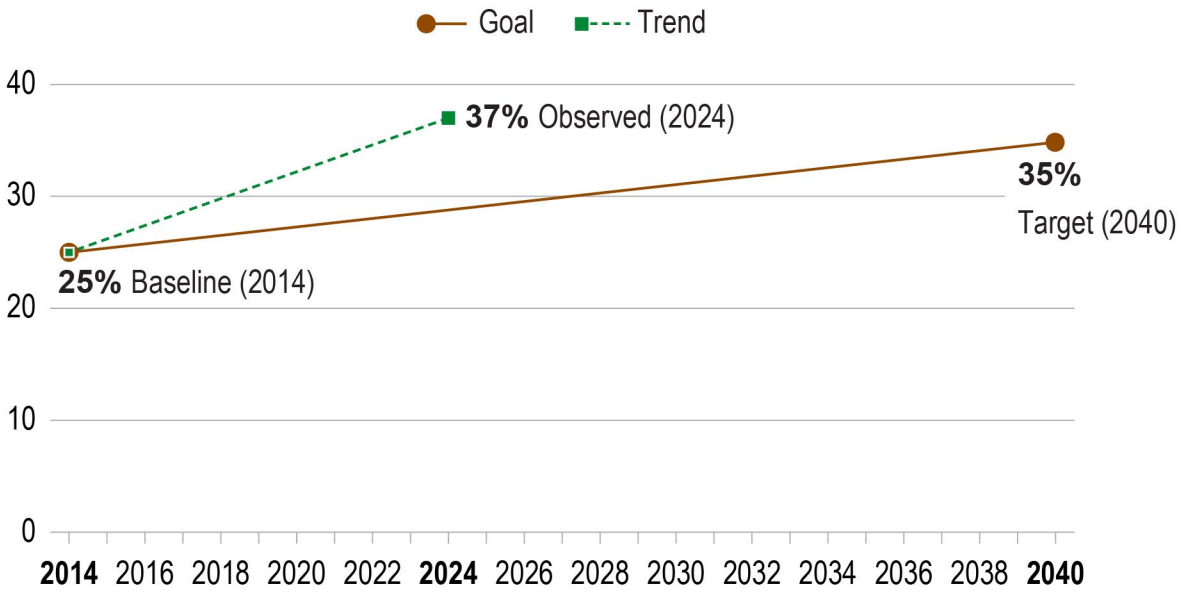


Figure 4.5: Share of non-single-occupant vehicle travel to work



17 projects in the plan are dedicated to active transportation.

$511 million is dedicated to active transportation funding.

154 miles of trail or active transportation improvements are included in the plan's projects.

The plan's projects will improve freight travel

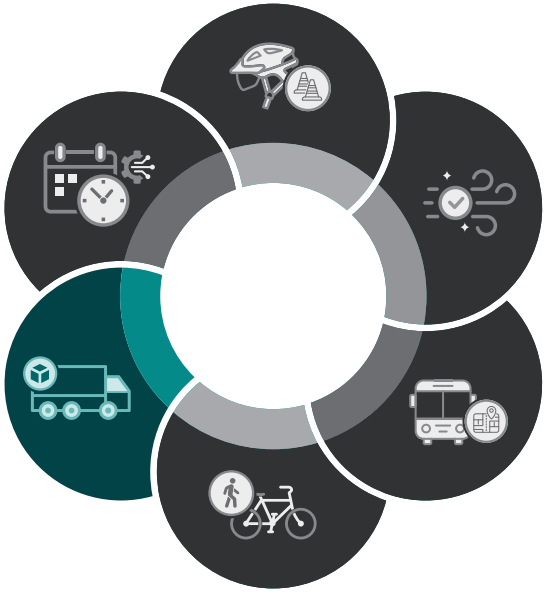
Priority: Enhance and maintain efficient movement of goods within and beyond the region.

Freight travel in the region does not have a Metro Vision performance measure. However, freight is critical to the region, which accounts for more than 90% of statewide freight weight and approximately 60% of freight value associated with Colorado.

Freight can travel in many different types of ways and is difficult to capture under one metric. Trucks use the interstate, freight trains use the nationwide rail network, and delivery trucks use local roadways. The plan supports freight travel.



Photo courtesy of CDOT



8 projects in the plan are dedicated to freight improvements.

69 projects are roadway projects that are expected to help improve freight travel.

$573 million is dedicated to freight improvements.

The plan's projects will improve reliability

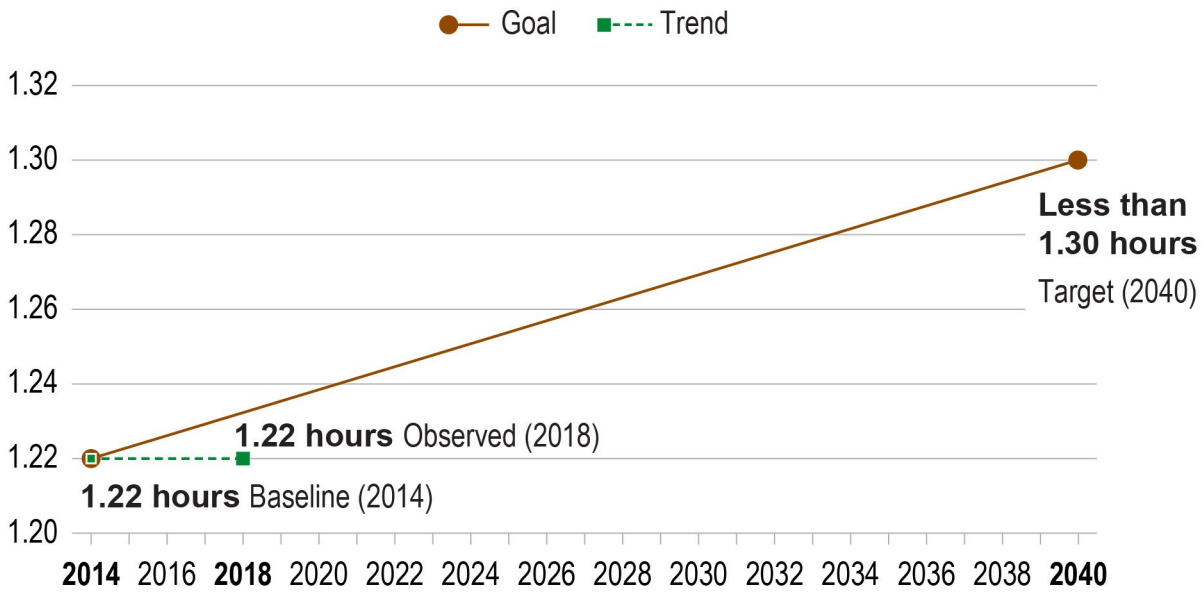
Priority: Provide a quality travel experience for all users through technology and innovation, maintenance, and management.

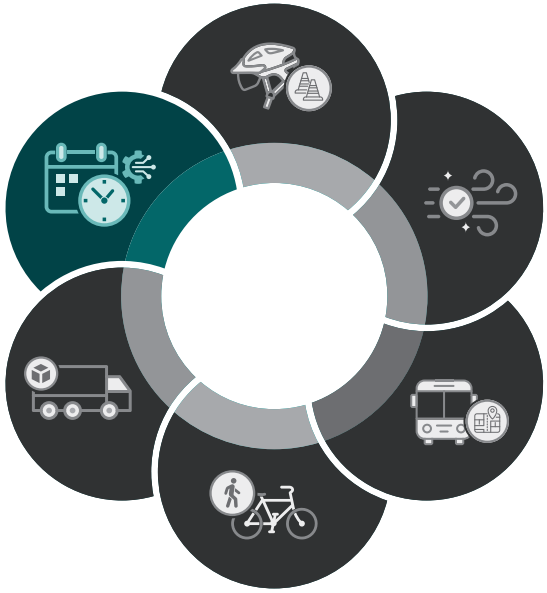
Travel reliability in the region is measured through Metro Vision performance measures.

DRCOG member governments and stakeholders are committed to travel reliability. From healthcare transportation to leisure trips, residents count on roads, bridges and buses to get them where they need to go. The more reliable the network is, the better.

The region is ahead of schedule to meet the 2040 target of average peak period travel time being no more than 1.30 times as long as average off-peak travel time.

Figure 4.6: Travel time variation (peak versus off-peak)



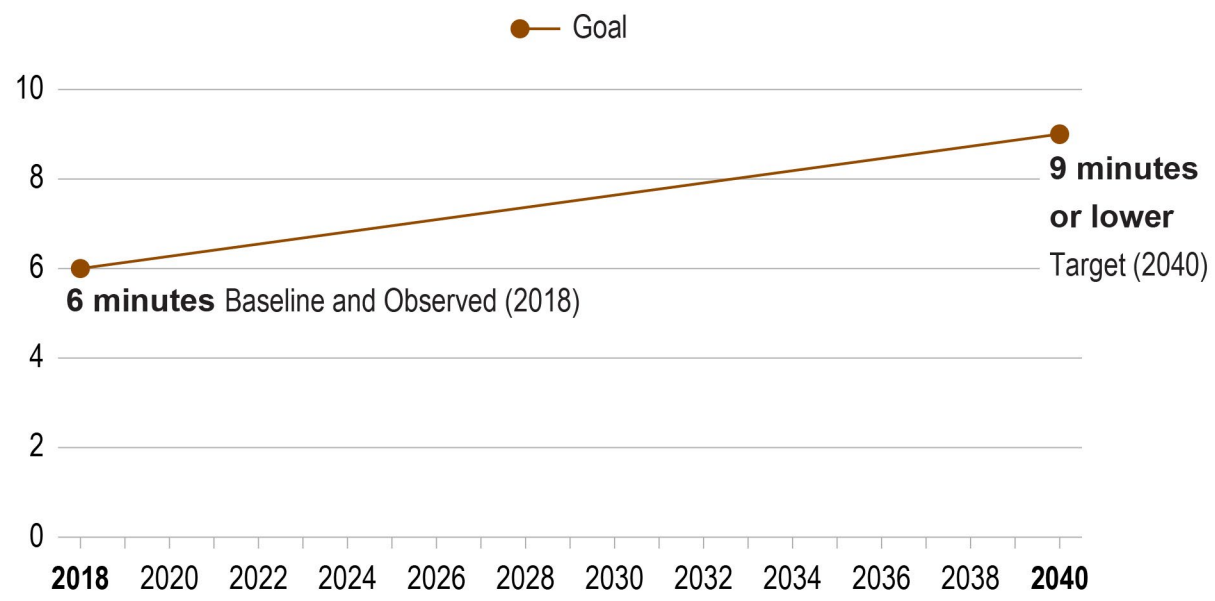


$5.2 billion is dedicated to structural repairs and replacements.

$5.5 billion is dedicated to maintenance and signal operations.

The region is ahead of schedule to meet the 2040 target of each person's average travel delay remaining below nine minutes per day.

Figure 4.7: Daily travel delay per capita



25% reduction in congested vehicle travel compared to the future trend without the Regional Transportation Plan.

12,700 fewer driver trips per day compared to the future trend without the Regional Transportation Plan.

Mobility analysis

DRCOG staff estimate changes in regionwide travel measures between 2020 and 2050 using outputs from DRCOG's Focus transportation model. The Focus model uses forecast population and employment data from DRCOG's UrbanSim model, the Colorado State Demography Office and other input variables to forecast transportation trends and performance. The region's population and employment growth, the distribution of growth, and the provision of transportation facilities and services will affect future travel patterns. Full results from the Focus transportation model are included in Appendix G.



Photo by Sang-Gu Lee/DRCOG

Table 4.1: Mobility outcomes

Measure	2023 baseline	2050 forecast	Percent change
Single-occupant vehicle trips	7,640,142	9,691,725	+27%
Transit trips (bus and rail)	151,017	270,078	+79%
Shared ride trips	5,052,029	6,070,346	+20%
Bicycling trips	388,761	479,211	+23%
Walking trips	1,513,650	1,946,685	+29%
Total person trips	14,955,271	18,684,604	+25%
Total person-miles traveled	118,995,364	153,929,560	+29%

Community impact analysis

As projects develop, they have the potential to benefit or burden marginalized communities. DRCOG staff reviewed submitted projects for their proximity to amenities and neighborhood characteristics that could bring either benefits or burdens. For more information on community impact outcomes, refer to Appendix G.



Photo courtesy of RTD

Table 4.2: Proximity analysis outcomes

Measure	Why did DRCOG staff choose this measure?	Number of projects
Near green space	It's important to improve access to outdoor space, especially for marginalized communities. Transportation projects may facilitate or disrupt access to green space.	97
Near a concentration of jobs	All communities need access to jobs, but marginalized communities may have fewer options if they are cut off from a job center.	79
Near an active transportation corridor or quality bike facility	Community members may rely on walking, biking or rolling for their daily needs. Transportation projects may facilitate or disrupt access to active transportation infrastructure.	98
Near transit stops	Community members may rely on transit for their daily needs. Transportation projects may facilitate or disrupt access to transit options.	50
Near a Colorado EnviroScreen sensitive population	Increased emissions, noise, air toxins and particulate matter can increase the health burden on a local community.	70

Around four-fifths (81%) of projects in the plan are near at least one marginalized neighborhood (a census tract designated Quartile 3 or 4 by DRCOG's Community Index).

More than half of the projects in the plan are near one of the most marginalized neighborhoods in the region (a census tract designated Quartile 4 by DRCOG's Community Index).

Table 4.2: Proximity analysis outcomes (continued)

Measure	Why did DRCOG staff choose this measure?	Number of projects
Near a Superfund site	Construction near a Superfund site may create a hazard to the local community.	30
Located in a floodway or a floodplain	Projects that increase impervious surface may increase flood risk for nearby communities.	83
Located in an area of high burn probability	Projects that encourage development in areas of high burn probability may lead to more risk of fire damage and property loss.	22
On the DRCOG Regional High-Injury Network	Some projects may increase the risk of serious injuries and fatalities if they result in longer crossing distances or higher vehicle volumes and speeds. Safety treatments like eliminating free right turn lanes, reducing the number of travel lanes and adding crosswalk markings can improve safety for vulnerable road users.	81

Community impact outcomes may depend on whether the agency implementing the project stays sensitive to community concerns.

Resilience analysis

One of Metro Vision's five main themes calls for a safe and resilient natural and built environment. DRCOG staff reviewed potential environmental impacts from the transportation investments included in the Regional Transportation Plan.

The Denver region has many natural areas, especially in the western mountain counties. In total, 11 areas of either outstanding biodiversity significance (the highest ranking conferred by the Colorado Natural Heritage Program) or very high biodiversity significance (the second highest ranking) are near projects included in the plan.

For more information on the specific projects that intersect with one or more areas of biodiversity significance, refer to Appendix G.



Photo by DRCOG staff

Table 4.3: Environmental outcomes

Measure	Environmental consideration	Number of projects
Projects near an area of outstanding biodiversity significance	As the project develops, the project sponsor will need to pay attention to preserve biodiversity during construction.	1
Projects near an area of very high biodiversity significance	As projects move through design and construction, project sponsors will need to consider the local wildlife.	8

Metro Vision provides for two measures related to developing in high-risk areas: tracking the share of the region's housing and employment in areas that are known to be susceptible to wildfires and flooding. While existing residents and certain types of businesses and jobs may want or need to remain in these areas, growth in housing and employment could be prioritized outside such high-risk areas as the region grows.

Table 4.4: Performance on development in high-risk areas

Measure	Baseline (2020)	Target (2040)
Share of the region's housing in high-risk areas	3.7%	Less than 3.1%
Share of the region's employment in high-risk areas	1.8%	Less than 1.6%

For more information on resilience challenges, refer to Appendix G.

Conclusion

The 2050 Metro Vision Regional Transportation Plan sets the vision for the Denver region's multimodal transportation system and guides investment in projects and programs to achieve that vision. The Regional Transportation Plan reflects a collaborative and innovative approach to address the region's priorities. DRCOG's local governments and the region's transportation planning partners will continue to work together until 2050 — and beyond — to strengthen the multimodal transportation system to improve safety and mobility, protect the environment, and enhance residents' quality of life.



Photo courtesy of RTD

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