

Multimodal Strategic Capital Plan [Interim]



March 2025

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Letter from CTIO





1. LETTER FROM THE CTIO BOARD CHAIR AND CTIO DIRECTOR

Dear Stakeholders,

We are pleased to present the Multimodal Strategic Capital Plan (MSCP), a foundational step in shaping a more sustainable, efficient, and equitable transportation network for Colorado. This plan serves as a strategic framework to enhance mobility, reduce congestion, and support the state’s ambitious greenhouse gas (GHG) reduction goals while ensuring that all Coloradans—particularly underserved communities—have access to safe, reliable, and diverse transportation options.

The MSCP aligns with the Colorado Department of Transportation (CDOT)’s 10-Year Plan and statewide climate initiatives, reinforcing our commitment to multimodal solutions that reduce reliance on single-occupancy vehicles and expand access to transit. Through projects like Mountain Rail, Front Range Passenger Rail, and the Winter Park Ski Train expansion, CTIO is advancing innovative transportation investments that minimize environmental impact while fostering economic growth and regional connectivity.

Although CDOT’s 10-Year Plan primarily focuses on infrastructure investments, CTIO’s responsibilities reach beyond capital construction projects. CTIO is also focused on project pre-development tasks and investing in technologies that improve existing operations, ensuring a comprehensive approach to enhancing the state’s transportation network.

As an interim document, the MSCP lays the groundwork for a long-term multimodal strategy that will evolve with Colorado’s transportation priorities. With CDOT currently updating its 10-Year Plan, CTIO will refine and finalize an updated MSCP in early 2026. This future iteration will incorporate stakeholder input, reflect the latest funding opportunities, and ensure alignment with the state’s evolving transportation vision. By maintaining this iterative approach, we can maximize the impact of our transportation investments and ensure our strategies remain relevant in a rapidly changing mobility landscape.

Delivering multimodal solutions at scale requires innovative financing and funding strategies. The Congestion Impact Fee, established under Senate Bill 24-184, provides a dedicated revenue stream for multimodal projects, complementing CTIO’s broader approach, which includes federal and state grants, public-private partnerships, and other creative financing mechanisms. By leveraging these resources, CTIO is well-positioned to drive investments that enhance mobility, reduce congestion, and improve the overall quality of life for Colorado residents.

This plan isn’t just about roads and rails - it’s about people, progress, and possibilities. It represents a commitment to sustainability, innovation, and equitable access, ensuring our infrastructure supports the needs of today while preparing for the challenges of tomorrow. We look forward to working with our partners across the state to implement these initiatives, strengthen our transportation system, and create a more connected, resilient Colorado.

A handwritten signature in black ink that reads 'Karen Stuart'.

Karen Stuart, Chair, Colorado Transportation Investment Office Board

A handwritten signature in black ink that reads 'Piper Darlington'.

Piper Darlington, Director, Colorado Transportation Investment Office

Introduction

EXPRESS LANE

ExpressToll TOLL TO

Church Ranch
Blvd/104th Ave

\$0.35

Sheridan Blvd

\$0.80

HOV 3+ USE ExpressToll +

CH
R
ON
DER



2. INTRODUCTION

2.1 About CTIO

The High Performance Transportation Enterprise (HPTE) doing business as CTIO was established in 2009 under The Funding Advancement for Surface Transportation and Economic Recovery Act (Part 8 of Article 4, Title 43, Colorado Revised Statutes), commonly referred to as FASTER. CTIO is an independent, government-owned business within CDOT that is tasked with finding innovative and efficient ways to finance and deliver critical surface transportation infrastructure projects in the State. CTIO has the authority to impose tolls and other user fees, issue bonds, and enter contracts with both public and private entities to support Public-Private Partnerships (P3s).

CTIO is an “enterprise” for purposes of Section 20 of Article X of the State Constitution as long as it retains the authority to issue revenue bonds and receives less than 10% of its total revenues in grants from the State and local governments. While CTIO operates as a government-owned business within CDOT, it is overseen by a separate Board of Directors that includes external stakeholders from four geographic regions appointed by the Governor.

CTIO’s Mission

Partner with CDOT, private industry, and local communities

Aggressively pursue innovative financing alternatives

Quickly deliver transportation infrastructure

Communicate openly with all stakeholders

2.2 Report Background

During the 2024 Colorado legislative session, Senate Bill 24-184 (SB 24-184), concerning the support for surface transportation development, was signed into law by Governor Polis, in May 2024. The bill creates a dedicated funding source in the form of a congestion impact fee for rail and transit projects through CTIO. This funding source presents an unprecedented opportunity for CDOT to advance multimodal projects and fortify the state’s transportation system to address the mobility needs of the present and future. The bill also expands CTIO’s capacity to prioritize the mitigation of congestion on roadways, and directs CTIO to develop a new MSCP by March 1st, 2025, which fulfills the following requirements:

- Alignment with the 10-Year Plan of the CDOT,
- Alignment with statewide greenhouse gas pollution reduction goals and priorities,
- Compliance with specified environmental standards adopted by the Colorado Transportation Commission, and
- Prioritizing benefits to user fee payers and the reduction of adverse impacts on highways.

This document is CTIO’s first MSCP and serves to fulfill the above legislative requirements.

2.3 Approach to Developing the Multimodal Strategic Capital Plan

2.3.1 Multimodal Approach

The MSCP adopts a multimodal approach to capital planning, emphasizing the integrated development of various transportation modes within a cohesive framework. This strategy recognizes that an effective transportation system must cater to the diverse needs of all users—pedestrians, cyclists, public transit riders, and motorists. By investing in a range of transportation options, such as bus and rail services and alternatives to single-occupancy vehicle trips, the multimodal approach seeks to enhance mobility, reduce congestion, improve air quality, and foster sustainable urban development. Importantly, this approach ensures equitable access to safe, efficient, and reliable transportation for all communities, particularly underserved and vulnerable populations, creating a more resilient network that can meet future demands.

The adoption of a multimodal planning strategy is essential to achieving Colorado’s climate goals, including a 65% reduction in greenhouse gas (GHG) emissions from 2005 levels, as outlined by SB23-016. The Colorado Transportation Vision 2035 sets ambitious mode shift goals, aiming to increase Colorado’s non-auto mode share from 9.6% to 19.2% by 2035. To reach this target, the state must boost transit service by 83%, growing transit revenue miles from 79 million to 145 million by 2035.

Increasing transit ridership through more frequent, reliable, and affordable statewide public transit service is a cornerstone for this vision, and CTIO’s unique capabilities and demonstrated success in innovative procurement and financing will help facilitate the efficient delivery of transit development projects in support of this vision. CTIO is actively supporting the development of Front Range Passenger Rail, Mountain Rail, expansion of the Winter Park Express Ski Train, promoting high-occupancy vehicle (HOV) travel, and providing transit and transportation alternatives to impacted communities during the construction of projects. CTIO will continue to prioritize expanding rail and transit services utilizing the congestion impact fee created under SB 24-184.

2.3.2 Alignment with SB 24-184 Requirements

The development of the interim MSCP includes a structured process that ensures alignment with key planning documents. This section provides an overview of the approach taken to ensure MSCP alignment.

Alignment with the CDOT 10-Year Plan

The 10-Year Plan Development Timeline (2024) below outlines the key phases in CDOT’s planning process. During the summer and fall of 2024, CDOT conducted extensive public outreach and engagement to gather valuable community input. For 2025, CDOT has transitioned to plan development where this feedback will be incorporated into a comprehensive strategic framework. The next 10-Year Plan is expected to be formally adopted in December 2025 and will take effect starting in July 2026.

Figure 1 10-Year Plan Development Timeline

Winter 2024-25		Spring 2025	Summer 2025	Fall 2025	Winter 2025-26
2027+ Analysis		Needs Determination	Project Selection	Prioritization and Funding	Adoption
<ul style="list-style-type: none"> • Analysis of current 10-Year Plan projects • GHG Baseline Determination 		<ul style="list-style-type: none"> • Development of Regional TPR Plans • Identification of new/ revised needs based on statewide goals and priorities • Scoping of identified needs into projects 	<ul style="list-style-type: none"> • Analysis of projects to meet statewide goals • Selection of proposed projects to 10-Year Plan • Cost Analysis of Projects 	<ul style="list-style-type: none"> • Prioritizing selected 10-Year Projects for the four-year prioritized plan • Determining funding sources • Master Plan Document Development 	<ul style="list-style-type: none"> • Present Plan(s) to Transportation Commission • Public Comment Period • Finalize GHG Analysis and GHG Report for the Plan(s)

This is the transition from the public outreach process to plan development

Alignment with Statewide GHG Reduction Goals

In December 2021, Colorado’s Transportation Commission adopted the GHG Transportation Planning Standard (Standard), a part of the statewide planning rules (2 CCR 601-22), which aims to improve air quality, reduce smog, and offer more sustainable travel options across the state. The Standard establishes specific greenhouse gas (GHG) emission reduction targets for several milestone years (2025, 2030, 2040, 2050) across various regions of Colorado. These targets are measured in million metric tons (MMT) of carbon dioxide equivalent (CO₂e) and apply to both Metropolitan Planning Organizations (MPOs) and non-MPO areas within CDOT’s jurisdiction.

The rule requires CDOT and the state’s five MPOs to quantify the total GHG emissions projected from their updated transportation plans for the years 2025, 2030, 2040, and 2050. Additionally, CDOT and the MPOs must demonstrate how their transportation planning efforts will result in GHG reductions over time, ensuring a continuous effort to align with the state’s broader environmental goals.

Table 1 GHG Transportation Planning Reduction Levels in million metric tons (MMT) of CO₂e.

Regional Areas	2025 Reduction Level (MMT)	2030 Reduction Level (MMT)	2040 Reduction Level (MMT)	2050 Reduction Level (MMT)
Denver Regional Council of Governments (DRCOG)	0.27	0.82	0.63	0.37
North Front Range Metropolitan Planning Organization (NFRMPO)	0.04	0.12	0.11	0.07
Pikes Peak Area Council of Governments (PPACG)	N/A	0.15	0.12	0.07
Grand Valley Metropolitan Planning Organization (GVMPO)	N/A	0.03	0.02	0.01
Pueblo Area Council of Governments (PACOG)	N/A	0.36	0.30	0.17
CDOT/Non-MPO	0.12	0.36	0.30	0.17
TOTAL	0.43	1.5	1.2	0.7

To meet the required GHG reduction levels in 2030, 2040, and 2050, CDOT relies on a combination of GHG mitigation measures from a wide variety of categories, including transit, transportation demand management (TDM), operational improvements, changes to the built environment, and heavy-duty fleet electrification. The MSCP will coordinate with certain CDOT projects as part of the 10-Year Plan and the mitigation measures that will allow CDOT to achieve its GHG reduction goals.

Compliance with Transportation Commission Environmental Standards

In addition to aligning with statewide greenhouse gas (GHG) reduction goals, the MSCP is designed to comply with all environmental standards adopted by the Colorado Transportation Commission. These standards establish specific guidelines to minimize the environmental impacts of transportation projects, ensuring that infrastructure investments support long-term sustainability and public health.

Key environmental compliance measures include:

- **Mitigating Environmental Impact** - Incorporating low-emission transportation solutions, including rail, transit, and multimodal options, to reduce reliance on single-occupancy vehicles and improve air quality.
- **Sustainable Project Design** - Adhering to green infrastructure principles and environmental mitigation strategies in project development, including stormwater management, noise reduction, and habitat protection.
- **Climate Resilience Planning** - Ensuring transportation investments consider climate adaptation measures to improve system resilience against extreme weather events and natural disasters.
- **Performance-Based Environmental Tracking** - Integrating environmental impact assessments and monitoring to ensure compliance with Transportation Commission regulations and demonstrate measurable progress toward sustainability goals.

By embedding these environmental standards into project selection and implementation, the MSCP will support a cleaner, more sustainable transportation network that aligns with Colorado’s broader environmental policies.

Maximizing Benefits for User Fee Payers and Reducing Highway Impacts

A core objective of the MSCP is to ensure that user fee payers—who contribute to the funding of multimodal infrastructure—receive direct, measurable benefits from these investments. At the same time, the plan prioritizes reducing congestion and mitigating adverse impacts on Colorado’s highways.

Key strategies include:

- **Expanding Travel Options for Fee Payers** - Ensuring that congestion impact fees and toll revenues contribute directly to multimodal improvements that provide viable, high-quality alternatives to single-occupancy vehicle travel.
- **Enhancing Express Lanes and High-Occupancy Vehicle (HOV) Networks** - Supporting infrastructure that promotes reliable travel times for Express Lane users, while incentivizing shared mobility to alleviate congestion.
- **Investing in Congestion Relief and Traffic Flow Enhancements** - Utilizing dynamic tolling, managed lanes, and real-time traffic management technologies to optimize roadway efficiency.
- **Mitigating Construction and Operational Impacts** - Implementing transportation alternatives and mitigation strategies to minimize disruptions for highway users during major infrastructure projects.

By focusing on tangible benefits for fee payers and strategically addressing congestion on Colorado’s roadways, CTIO is ensuring that the MSCP delivers both improved mobility and long-term value to the state’s transportation system.

Accountability and Tracking

- Ensuring transparency and accountability is just as essential as developing a strong project pipeline. CDOT's 10-Year Plan Accountability Dashboard provides a clear, publicly accessible view of project statuses, funding allocations, and progress. CTIO's 10-Year Plan projects are incorporated into this dashboard, while projects outside the 10-Year Plan are documented in the CTIO Annual Report. Additionally, quarterly 10-Year Plan updates and the annual report, which are required under statute, are provided to ensure continuous transparency and accountability.
- Key accountability measures include:
 - Enhancing project transparency through public reporting on project management and costs
 - Establishing clear spending targets to maximize funding for visible transportation improvements
 - Tracking multi-year expenditures with clear financial reporting
 - Ensuring fiscal responsibility by optimizing spending and reducing discretionary costs across CDOT
 - These measures reinforce CTIO's commitment to responsible project delivery, financial stewardship, and public trust in multimodal infrastructure investments.

2.3.3 Looking Beyond the Multimodal Strategic Capital Plan

While CDOT's 10-Year Plan focuses on infrastructure investments, CTIO's role extends beyond capital construction projects to include project pre-development work and ongoing operational support. The MSCP reflects this broader scope by incorporating key initiatives such as:

- **Commercial Back-Office Solutions:** A new commercial back-office solution to support the full suite of multimodal projects including current express lanes and future transit and rail projects. Key services include transaction processing, user fee revenue collection, customer account management, and customer service.
- **Dynamic Tolling:** Greenhouse gas (GHG) and congestion management through Express Lanes dynamic tolling and other operational improvements. Current Express Lanes operations indicate HOV usage of approximately 17%.
- **Roadside Safety Efforts:** Technological innovations that enhance safety and reduce weaving.

As a dynamic document, the MSCP evolves under the direction of the CTIO Board of Directors, ensuring it remains aligned with emerging trends, performance insights, and shifting priorities. Each update will refine strategies to address evolving transportation needs, integrate technological advancements, and optimize funding opportunities—supporting a forward-thinking, adaptable infrastructure development approach.



Goals and Objectives



3. GOALS AND OBJECTIVES

CTIO is committed to developing an MSCP that aligns with statewide transportation priorities, including CDOT’s 10-Year Plan and the GHG Transportation Planning Standard. This plan is designed to advance an inclusive, integrated, and resilient transportation system that meets Colorado’s diverse mobility needs while supporting the long-term vision outlined in the 2050 Statewide Transportation Plan.

The MSCP will serve as a **blueprint for sustainable, equitable, and high-performing** transportation investments that deliver tangible benefits to Colorado’s communities.

Goal 1: Expand and Prioritize Multimodal Transportation Options

To meet the state’s growing transportation needs and decrease reliance on single-occupancy vehicles, the MSCP will **prioritize and expand diverse transportation modes**. This includes:

- Enhancing public transit systems, such as bus rapid transit (BRT) and light rail
- Developing and expanding **rail networks**
- Promoting high-occupancy vehicle (HOV) and managed lane solutions
- Investing in **active transportation** infrastructure, including bike and pedestrian pathways

CTIO is committed to ensuring these investments enhance accessibility, safety, and equity, particularly for underserved and vulnerable communities. By fostering a robust multimodal system, the MSCP will support sustainable economic growth and environmental resilience across Colorado.

Goal 2: Optimize Funding, Financing, and Strategic Partnerships

Effective **funding and financing strategies** are crucial for advancing multimodal transportation projects. The MSCP will focus on:

- Maximizing federal, state, and local funding opportunities, including competitive grants
- Leveraging private sector partnerships through public-private collaboration
- **Exploring innovative financing mechanisms**, such as value capture and bond programs
- **Aligning investment strategies** with long-term transportation and climate goals

By strategically diversifying funding sources and strengthening partnerships, CTIO will enhance financial sustainability and accelerate the delivery of high-impact projects. Transparent financial oversight will also ensure accountability and responsible stewardship of public funds.

Goal 3: Reduce Traffic Congestion and Emissions

Reducing congestion and improving traffic flow is critical to **meeting Colorado’s environmental and mobility objectives**. The MSCP will:

- Implement congestion management strategies that reduce vehicle miles traveled (VMT)
- **Expand and enhance transit alternatives** to provide seamless, efficient options
- Integrate smart mobility solutions, including real-time traffic monitoring and adaptive signal technologies
- Support emissions reduction initiatives to align with the state’s climate action goals

By advancing these efforts, the MSCP will help lower greenhouse gas emissions, enhance air quality, and improve the overall quality of life for Colorado residents.

For example, Express Lanes help to reduce Green House Gas Emissions. Across 176 lane miles of Express Lanes in operation, from C-470, I-70, US 36 and I-25, CTIO has seen an average reduction of almost 8% in greenhouse gas emission rates at peak periods in the morning and afternoon.

Goal 4: Enhancing Accountability and Transparency

Ensuring accountability and transparency in transportation investments is fundamental to CTIO’s mission. The MSCP will establish a framework for **monitoring project performance, financial oversight, and public reporting** by:

- **Implementing clear metrics and benchmarks** to assess project outcomes and effectiveness
Enhancing public reporting through annual updates, financial disclosures, and project status reports
- **Aligning MSCP initiatives with CDOT’s transparency policies** and performance management systems

By prioritizing **accountability and robust performance tracking**, CTIO will uphold public trust, improve decision-making, and ensure that **multimodal investments** deliver measurable benefits to Colorado’s transportation network.



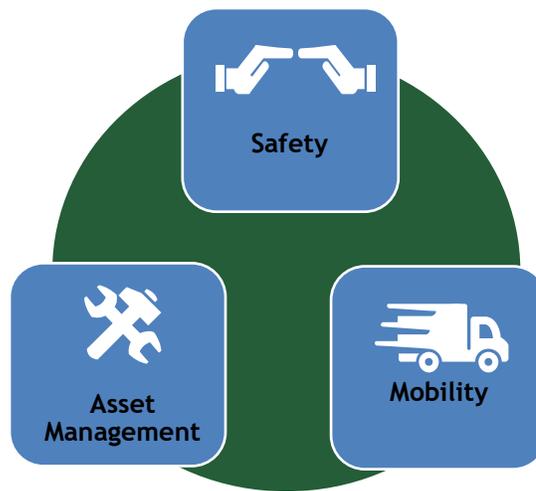
CDOT 10-Year Plan



4. CDOT 10-YEAR PLAN

CDOT’s 10-Year Plan provides a comprehensive framework for the State’s transportation priorities, outlining the necessary projects to achieve a sustainable and effective transportation system. The current plan, covering fiscal years 2019 to 2027, is structured into two prioritized 4-Year Plans: FY 2019-2022 and FY 2023-2026. Initially developed in 2019 and updated in 2022 to comply with the GHG Planning Standard, the plan was informed by the 2045 Statewide Plan Process and includes a combination of long-delayed resurfacing projects as well as large, complex initiatives. The main goals of the 10-Year Plan are as follows:

Figure 2 Main Goals of the 10-Year Plan



- **SAFETY:** Colorado’s transportation vision prioritizes zero deaths and serious injuries. The goal is for all transportation users to arrive safely at their destination, regardless of the mode of travel.
- **MOBILITY:** Given the state's rapid growth in congestion and its aging population, addressing multimodal mobility needs is crucial. The plan focuses on integrating new mobility technologies and expanding transportation options such as buses, trains, and safe bicycling and walking paths, which will not only reduce congestion but also improve air quality and provide Colorado residents with more travel choices.
- **ASSET MANAGEMENT:** With the need for responsible management of numerous assets such as roadways, bridges, tunnels, traffic signals, maintenance equipment, and fleet vehicles, CDOT must focus on asset management. The plan prioritizes continuous repair and upgrades of these assets to maintain a safe and reliable transportation network, with data-driven metrics guiding infrastructure improvements and other objectives.

The 10-Year Plan is regularly evaluated and refined to ensure that it remains adaptable to emerging challenges. CDOT is currently working on an update for the FY 2027-2036 period, which will include revised project evaluations, funding scenarios, and an updated project pipeline. Through this ongoing

process, CDOT aims to continue meeting the state’s evolving transportation needs while aligning with broader environmental and safety goals.

The 10-Year Plan is set to be finalized in early 2026, and in accordance with the requirements of SB 24-184, CTIO’s updated Multimodal Strategic Capital Plan (MSCP) will align with the new 10-Year Plan. This ensures that the MSCP continues to support the state’s transportation priorities and contributes to the achievement of the broader transportation and environmental goals outlined in the updated 10-Year Plan.

4.1 Overview of the Planning Process

CDOT conducts a continuous, comprehensive, cooperative, and performance-based multimodal transportation planning process that aligns with both federal and state requirements. At the heart of this process is CDOT’s 10-Year Planning Process, designed as an “umbrella” framework that integrates state-level processes and provides a more streamlined, public-facing approach to transportation planning. The key planning documents that inform the 10-Year Plan are as follows:

- **Long-Range Regional Transportation Plans:** These plans are developed for each of Colorado’s 15 Transportation Planning Regions (TPRs). Key themes and priorities from these regional plans are consolidated into the Statewide Transportation Plan. The regional planning processes are managed by Metropolitan Planning Organizations (MPOs), in coordination with CDOT, ensuring that local transportation needs are reflected at the statewide level.
- **Long-Range Statewide Transportation Plan:** Known as the “mother plan,” this document sets forth CDOT’s goals, focus areas, and priorities for the next 20+ years. It includes a comprehensive statewide transit plan, laying the groundwork for future multimodal strategies. The Long-Range Statewide Transportation Plan is typically updated every four years to incorporate emerging trends and evolving priorities.

The 10-Year Plan incorporates the goals, focus areas, and priorities from these long-range plans to identify strategic projects that will best support Colorado’s collective vision for the next decade. Drawing from the 10-Year Plan, the 4-Year Statewide Transportation Improvement Program (STIP) is created, which outlines specific projects that have secured funding and are set to be executed within the next four years. This integrated planning approach ensures alignment between long-term objectives and near-term actions, providing a clear, cohesive strategy for addressing the state’s evolving transportation needs.

Through ongoing collaboration with stakeholders and regular updates to key planning documents, CDOT ensures that the transportation system remains adaptable and responsive to both current and future demands, supporting sustainable growth, improved mobility, and environmental stewardship.

4.2 Stakeholder Engagement

CDOT’s idea-to-improvement planning process emphasizes building strong relationships across Colorado. By collaborating with the state’s 15 Transportation Planning Regions (TPRs) and two tribal nations, CDOT identifies issues, examines data patterns, and exchanges ideas. Representatives from each TPR and tribal nation serve on the Statewide Transportation Advisory Committee (STAC), which provides guidance to CDOT and the Transportation Commission on the transportation needs of Colorado.

The public can contribute ideas through various channels, such as local governments, interest groups, the Statewide Transportation Advisory Committee, and the Transportation Commission. Feedback can also be submitted via comment forms on CDOT's website, virtual town halls, public meetings, and surveys regarding transportation needs. Additionally, CDOT welcomes input through its social media platforms or directly from CDOT staff members, ensuring diverse and comprehensive public engagement in the decision-making process.

CTIO also places a strong emphasis on stakeholder engagement, particularly for express lanes and innovative project development. CTIO engages with local agencies, business groups, and community organizations to ensure that tolling, managed lanes, and financing strategies align with public needs and expectations. In its most recent outreach efforts, CTIO connected with over 2,000 stakeholders, including local government representatives and transportation advocacy groups, to gather feedback on pricing strategies, access management, and mobility solutions. CTIO has also conducted multiple public information sessions and workshops to educate stakeholders on funding mechanisms and operational plans for tolled corridors, ensuring informed decision-making and public trust. Additionally, the stakeholder engagement process for the 2045 Statewide Transportation Plan included (but was not limited to) 81 meetings with local elected officials and community leaders in all 64 counties and two tribal areas, each lasting 2-3 hours, to identify specific transportation needs and ideas. Additionally, 6 regional telephone town halls allowed thousands of Coloradans to participate in discussions and live polling on transportation issues. Furthermore, 15 stakeholder meetings gathered diverse perspectives from groups such as the military community, freight organizations, business entities, and bicyclists to inform transportation planning.

CDOT employs a variety of tools to facilitate stakeholder engagement and ensure that public input effectively influences planning decisions. These tools include:

- **Public Meetings and Workshops:** Organized to present information, gather feedback, and discuss transportation issues with the community.
- **Surveys and Comment Forms:** Distributed both online and in person to collect public opinions and preferences on transportation projects and policies.
- **Social Media Platforms:** Utilized to reach a broader audience, share updates, and solicit feedback in real-time.
- **Dedicated Project Websites:** Provide detailed information about specific projects, including timelines, objectives, and opportunities for public input.
- **Stakeholder Advisory Committees:** Comprise representatives from various groups, including local governments, interest groups, and community organizations, to provide ongoing input and guidance throughout the planning process.

Feedback gathered through these channels is systematically analyzed and integrated into the planning process. CDOT prioritizes transparency by documenting how public input influences decision-making and by providing feedback to participants on how their contributions have been considered. This approach ensures that the planning process is responsive to community needs and preferences, fostering trust and collaboration between CDOT and the public.

By actively engaging with stakeholders and utilizing a range of tools to collect and incorporate feedback, CDOT strives to develop transportation plans and projects that reflect the diverse needs and priorities of Colorado's communities.

4.3 Process for Selection of Priority Projects

The project selection process for CDOT's 10-Year Plan is shaped by Transportation Commission Policy Directive 14 (PD 14), which outlines performance objectives that guide the Department's strategic direction. In addition, it aligns with the GHG goals set forth in the GHG Transportation Planning Standard, ensuring that transportation investments contribute to reducing emissions and achieving environmental sustainability. The process also incorporates key goals, focus areas, and priorities highlighted in long-range planning documents such as the Statewide Transportation Plan, the Colorado Freight Plan, and other relevant frameworks.

A critical component of the project selection process is engagement with the Transportation Planning Regions (TPRs) across Colorado. TPRs serve as regional forums for local governments, planning organizations, and stakeholders to discuss transportation needs, priorities, and challenges. These collaborations ensure that projects are aligned with local and regional priorities, fostering a bottom-up approach to transportation planning that complements statewide goals. Each TPR maintains its own list of projects, including multimodal projects which can be found in the appendix of this interim plan.

CDOT actively engages with the TPRs through a variety of methods, including public meetings, workshops, and stakeholder consultations. This process allows CDOT to gather valuable input on specific project needs, regional growth patterns, and transportation issues that may not be fully captured in broader statewide planning efforts. It also ensures that the perspectives of local communities, including vulnerable and underserved populations, are incorporated into the decision-making process. The TPRs play a pivotal role in identifying transportation needs, evaluating potential projects, and prioritizing investments that will enhance connectivity, improve safety, and foster economic growth at the regional level.

Through these engagements, the TPRs help ensure that the projects selected for the 10-Year Plan reflect both the long-term strategic vision of CDOT and the immediate, localized needs of each region. By integrating the input from the TPRs, CDOT ensures that the plan is both comprehensive and responsive, driving sustainable transportation solutions that meet the needs of Colorado's diverse communities while contributing to the state's overall transportation and environmental goals.

4.3.1 Policy Guiding Statewide Plan Goals and Objectives

The Colorado Transportation Commission (CTC) sets the policy framework for the Department of Transportation through PD 14. This directive establishes performance objectives to measure the Department's progress in critical areas such as Safety, Asset Management, and Mobility. These objectives inform the implementation of both the Statewide Transportation Plan and the 10-Year Vision Plan, steering investments in the 4-Year Statewide Transportation Improvement Program (STIP) and annual budgets. PD 14 also aligns with the Department's Wildly Important Goals, the Transportation Commission's Guiding Principles, the Governor's key priorities, and federal performance objectives.

PD 14 outlines three core goal areas:

Figure 3 Three Core Goal Areas as per PD 14



- **Advancing Transportation Safety:** Providing a safe and efficient transportation network for all users.
- **Fix Our Roads:** Prioritizing strategic investments in Colorado's highways to improve infrastructure conditions.
- **Sustainably Increase Transportation Choice:** Providing alternatives to single-occupancy vehicle travel to increase choices and reduce air pollution from transportation.

4.3.2 Meeting GHG Targets

Under the GHG Transportation Planning Standard, CDOT is required to conduct GHG emissions analyses using travel models in conjunction with the EPA's Motor Vehicle Emission Simulator (MOVES) to estimate future emissions based on planned transportation projects. Both the 10-Year Plan and Four-Year Prioritized Plan must be modeled for compliance with these requirements.

If CDOT does not meet the prescribed GHG reduction targets, the Colorado Transportation Commission is mandated to restrict the use of funds for projects that do not contribute to emissions reductions. As part of the new 10-Year Plan, Regionally Significant Transportation Capacity projects, such as those involving major infrastructure changes (e.g., new highway lanes), must be carefully evaluated for their impact on GHG emissions. Projects found to have a negative effect on emissions will need to be either redesigned to incorporate mitigation measures or reprioritized to ensure alignment with overall emission reduction goals.

CTIO may also conduct additional modeling on the multimodal projects identified in the MSCP to further quantify the GHG reduction potential of these initiatives and ensure comprehensive adherence to Colorado's climate targets.

4.4 Multimodal Projects Identified in the Current 10-Year Plan

A comprehensive multimodal project list, including high-level descriptions of each project, can be found in the appendix of this document. As CDOT's 10-Year Plan evolves, with a new version due to be published in the Winter of 2025/26, CTIO will review and prioritize projects to ensure alignment with both statewide transportation priorities and the MSCP's strategic objectives.



In addition to the current projects listed, CTIO is also considering several important projects that are not yet fully funded but are key components of the broader 10-Year Plan, such as the Floyd Hill project I-270 improvements, and safety improvements to I-25 Segment 2. CTIO is actively involved in these projects, which will be evaluated as part of the MSCP update. An updated project list will be determined and refined in a future iteration of the MSCP, ensuring that all projects reflect the most up-to-date priorities, funding availability, and alignment with the long-term transportation vision for Colorado.



Investment, Funding and Financing



5. INVESTMENT, FUNDING, AND FINANCING

5.1 CTIO's Role in Innovative Financing

CTIO is charged with the responsibility to aggressively pursue innovative means of more efficiently financing important transportation infrastructure projects that will improve the safety, capacity, and accessibility of the surface transportation system. Utilizing its unique authority to impose tolls and other user fees, issue bonds, and enter contracts with both public and private entities to support public-private partnerships (P3s), CTIO has contributed significantly to financing and procurement for various CDOT projects. CTIO has utilized revenue risk, user fee based, availability payment, and more traditional project delivery methods across the Denver Metropolitan Area and in the I-70 Mountain Corridor, all of which were supported by various forms of financing.

CTIO employs a variety of innovative finance mechanisms as part of its overall strategy to deliver surface transportation projects:

1. User Fees

CTIO possesses the authority to impose user fees, such as tolls and rental car fees, as outlined in SB 24-184, to fund surface transportation infrastructure projects. This capability is granted under section 43-4-806(1) of the Colorado Revised Statutes, which mandates the pursuit of innovative financing methods, including public-private partnerships, operating concession agreements, and user fee-based project financing. Under these statutes, the CTIO has the autonomy to independently evaluate and implement the most effective funding mechanisms for each project.

2. Loans and Bonds

CTIO has leveraged the tolls paid and expected to be paid on Express Lanes to borrow funds for upfront capital construction costs. Each project is evaluated independently to determine the most efficient financing mechanism. CTIO has or can borrow using a variety of mechanisms, including:

- Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program
- Federal Railroad Rehabilitation and Improvement Financing (RRIF) loan program
- Private activity bonds (PABs)
- Toll revenue backed bonds
- Commercial loans directly from banks

3. Enhancing Federal Grant Competitiveness

Federal grant applications often require local match, and projects that raise revenue directly are often given priority at the U.S. Department of Transportation. Previous applications for each of the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) grant (formerly TIGER) programs specifically contain provisions that indicate a preference for projects that impose user-fees. CTIO has actively supported several of CDOT's federal grant applications by offering financial assistance and committing matching funds, particularly for the Reconnecting Communities Pilot (RCP) Grant Program.

4. Accessing Private Equity through P3

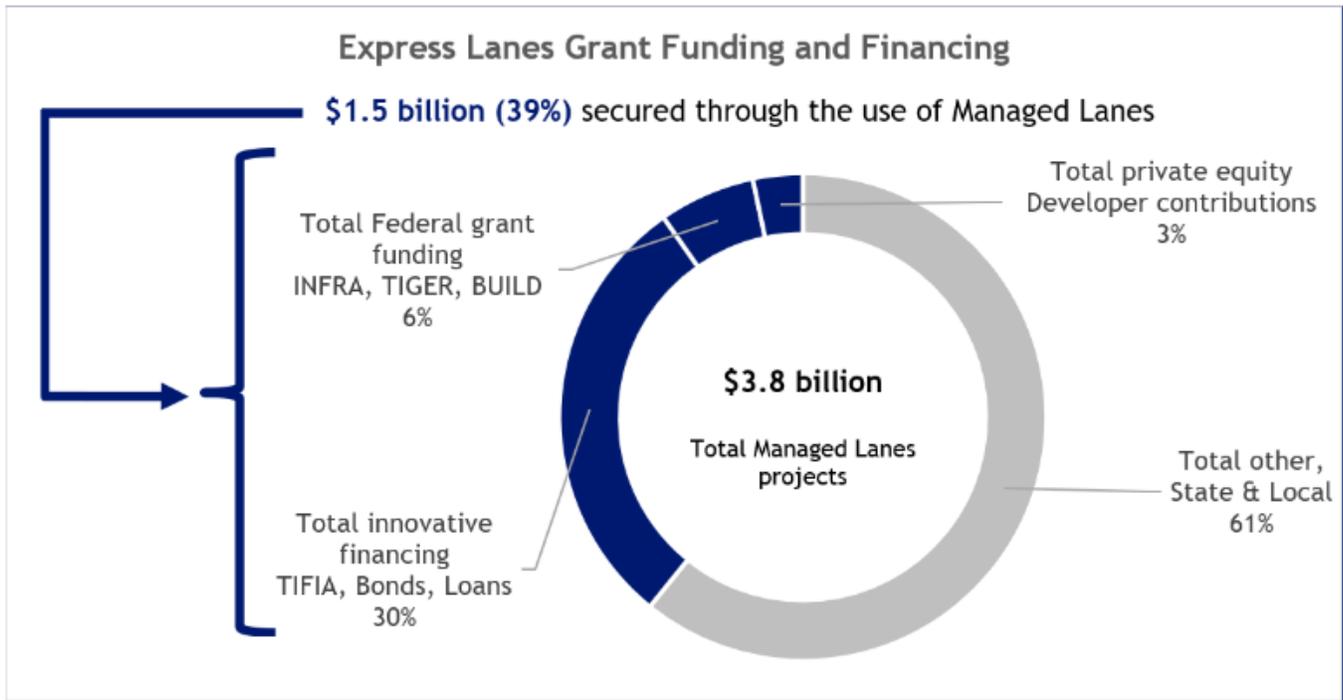
CTIO has enabled two Express Lanes projects through P3s, which provide access to private capital and equity. The revenue generated from Express Lanes can serve as a reliable repayment stream for up-front capital provided by the private sector in P3 projects. The P3 model also allows the transfer of risks related to construction, toll collection, and ongoing operations and maintenance to the private sector.

The **US 36 Managed Lanes/Bus Rapid Transit (BRT) Project** exemplifies CTIO’s capacity to finance multimodal surface transportation projects effectively. The 15-mile corridor improvements included the addition of one high-occupancy tolled express (HOT) lane in each direction, accommodations for BRT service and associated transit station improvements, and a regional commuter bike trail. As Colorado’s first surface transportation P3, and the first multi-modal P3 in the United States, the project included a TIGER grant and a TIFIA loan, allowing critical improvements to be delivered two decades sooner than CDOT could have otherwise afforded.

In addition to traditional surface transportation projects, CTIO supports CDOT on other significant multimodal initiatives, including the acquisition of Burnham Yard to enhance mobility through central Denver and along the Front Range. To fund the purchase, CTIO borrowed \$40 million and entered into an Intra-Agency Agreement (IAA) with CDOT, under which CDOT contributed \$15 million. In 2024, CTIO conducted the Burnham Yard Transportation Study in conjunction with CDOT to explore options for rail corridor development and alignments for freight, passenger, and light rail lines.

CTIO’s innovative financing has led to the accelerated delivery of over \$3 billion in critical infrastructure projects throughout Colorado. With extensive experience in financing and alternative delivery mechanisms, CTIO is well-positioned to support future multimodal initiatives, bolstered by the new funding stream established by SB 24-184.

Figure 4 Total Managed Lanes Projects



5.2 Overview of SB 24-184 and Congestion Impact Fee

New Funding and Financing Powers Under SB 24-184

With the enactment of SB 24-184, CTIO has access to additional funding and financing tools, further enhancing its ability to support infrastructure development. SB 24-184 introduces a dedicated revenue stream aimed at strengthening financial flexibility and project delivery capabilities. The bill enables CTIO to structure financing in a way that aligns with CDOT's long-term transportation goals, allowing for:

- More robust support for multimodal projects, including transit, rail, and active transportation initiatives.
- Increased leveraging of state and federal funds to maximize investment impact.
- Enhanced ability to deploy funds strategically for high-priority transportation corridors.

Congestion Impact Fee and Multimodal Investments

A key component of SB 24-184 is the introduction of a congestion impact fee, designed to generate dedicated funding while addressing growing congestion concerns. The fee aims to:

- Provide a sustainable funding source for multimodal infrastructure projects.
- Encourage shifts to more efficient, sustainable transportation modes.
- Support critical investments in transit, passenger rail, and active transportation infrastructure.

The congestion impact fee is imposed on users for:

- The privilege of using surface transportation infrastructure constructed or operated by CTIO or its partners, or;
- Benefitting from the reduced congestion and improved condition of other surface transportation infrastructure in the state resulting from the availability of surface transportation infrastructure constructed or operated by CTIO or its partners, and;
- Benefitting from the opportunity to use such surface transportation infrastructure and other less congested and improved surface transportation infrastructure.

SB 24-184 authorizes CTIO to impose a Congestion Impact Fee on short-term vehicle rentals at up to \$3 per day. Collected by the Department of Revenue, the fee will be remitted directly to CTIO, which will deposit the funds into a separate account for projects identified by the MSCP. Starting in the Fiscal Year (FY) 2026-27, the fee will be adjusted annually for inflation. The Department of Revenue has begun collecting the Congestion Impact Fee on January 1, 2025.

The estimated congestion fee impacts outlined in the SB 184 Fiscal Note (April 22, 2024) provide a detailed projection of the financial implications over the upcoming fiscal years. These projections consider the expected number of daily vehicle rentals affected by the proposed fee, as well as the resulting revenue impact over a three-year period. Table 2 below presents the estimated impacts for Fiscal Years 2024-25, 2025-26, and 2026-27, detailing the number of daily vehicle rentals affected, the proposed fees, and the anticipated revenue impact:



Table 2 Congestion Impact Fee Under SB 24-184

Corridor	FY 2024-25	FY 2025-26	FY 2026-27
Daily Vehicle Rentals Affected	9,489,529	19,407,016	19,795,157
Proposed Fee	\$3.00	\$3.00	\$3.07
Revenue Impact	\$28,468,586	\$58,221,049	\$60,751,335

CTIO is committed to utilizing this additional revenue source on projects that reduce congestion, foster economic development, and enhance the well-being of Colorado residents through strategic transit and rail investments and to further develop multimodal projects in the future. For example, CTIO has already taken steps to use the fee to expand the Winter Park Express Ski Train service and reduce its cost.

Federal Funding Assessment Report

As required by SB 24-184, CTIO is tasked with conducting an initial assessment of federal funding opportunities available to the state through 2030. The Federal Funding Assessment Report will outline CTIO’s current federal grant history and identify potential grant opportunities that align with CTIO’s priorities, as outlined in the 2024 Annual Report and CDOT’s 10-Year Plan. Following this initial assessment, CTIO will implement an ongoing process to continuously evaluate available federal funding opportunities.

CTIO has completed its initial SB 24-184 Federal Funding Assessment Report, which will be fully aligned with this MSCP. Both reports were released on March 1, 2025, in accordance with SB 24-184’s requirements.

Looking Ahead: CTIO’s Future in Multimodal Development

As CTIO continues to evolve, its unique financial capabilities will remain central to advancing Colorado’s transportation infrastructure. With a strong track record of delivering innovative financing solutions and new powers under SB 24-184, CTIO is well-positioned to support CDOT in developing sustainable, multimodal projects that benefit all Colorado travelers.



Multimodal Strategy Development



6. MULTIMODAL STRATEGY DEVELOPMENT

As directed by SB 24-184, CTIO’s multimodal strategy prioritizes expanding and enhancing transit and rail networks to alleviate traffic congestion and reduce highway wear and tear. This approach reinforces the need for a diversified, resilient transportation infrastructure that broadens mobility options for all users. By fostering a robust multimodal system, the Congestion Impact Fee plays a direct role in ensuring better-maintained highways and a more efficient traffic flow, ultimately benefiting those who fund the system.

Historically, CTIO has been instrumental in advancing multimodal transportation initiatives across Colorado. With the establishment of a dedicated revenue source under SB 24-184, CTIO now has the opportunity to expand ongoing efforts and launch new projects that further alleviate congestion and enhance statewide mobility.

Following the adoption of CDOT’s updated 10-Year Plan, the next MSCP update will incorporate long-term multimodal strategies that integrate seamlessly with the state’s broader transportation vision. The following section outlines existing initiatives and near-term strategies CTIO will implement to advance transit and rail projects across Colorado.

6.1 Passenger Rail Strategy

Passenger rail is a vital element of Colorado’s transportation network, offering a sustainable, efficient, and high-capacity alternative to road travel. By strengthening connections between urban centers and rural communities, passenger rail eases traffic congestion, lowers greenhouse gas emissions, and enhances air quality, aligning with Colorado’s commitment to climate action and environmental responsibility.

Expanding passenger rail also presents significant opportunities for transit-oriented development, fostering job creation, economic growth, and increased housing affordability. As Colorado’s population expands, investing in passenger rail infrastructure is essential for building a more connected, resilient, and forward-thinking transportation system—one that meets the diverse mobility needs of residents while promoting long-term economic and environmental sustainability.

CTIO has identified key programs and near-term opportunities to support the expansion of rail services across Colorado. Below is the snapshot of the roles of CTIO across various initiatives and some key objectives of the initiatives:

Figure 5 Passenger Rail Strategy - CTIO's Role

Mountain Rail	Front Range Passenger Rail	Winter Park Ski Train Expansion
<ul style="list-style-type: none"> ✓ Procurement Coordination ✓ Financial Plan, Benefit-Cost Analysis (BCA), and Economic Impact Assessment (EIA) ✓ Access, Operations, and Construction Agreements 	<ul style="list-style-type: none"> ✓ Financial Modeling ✓ Governance Structure Discussion and Implementation ✓ Engagement Agreement with BNSF 	<ul style="list-style-type: none"> ✓ Increase Seat Capacity ✓ Extend the Period of Operation ✓ Increase Frequency ✓ Reduce Fares ✓ Boost Ridership ✓ Support Advertising Efforts
<u>Objectives</u>		
Enhanced Regional Connectivity	Economic Development	Environmental Sustainability
Increased Multimodal Choices	Reduced Congestion	Enhanced Ridership

The details of CTIO’s passenger rail initiatives are outlined below.

6.1.1 Mountain Rail

The Mountain Rail Program (Program) aims to restore passenger rail service in Northwest Colorado by utilizing existing freight corridors impacted by the decline in coal demand. Launched in 2023, the Mountain Rail Program aims to use existing rail infrastructure to meet the growing demand for passenger rail service, serving the existing corridor between Denver, Winter Park, Steamboat Springs, and Craig.

The purpose of the Mountain Rail Program is to establish a sustainable and efficient rail transportation system that enhances connectivity between Denver and mountain communities. The Program will address key objectives, including:

- Enhance regional connectivity;
- Economic development;
- Environmental sustainability;
- Multimodal choice; and
- Leverage existing infrastructure.

CTIO's Role: CTIO is leading the procurement of Mountain Rail Program scope requirements and is leveraging work performed by CDOT to develop the Mountain Rail Program's overall scope. CTIO's responsibilities include:

- **Procurement Coordination:** Overseeing procurement processes including coordination with the CDOT Center for Procurement and Contract Services, the State Attorney General's Office, and Office of the State Controller. While not subject to the State Procurement Code, CTIO will coordinate with other internal entities to abide by the relevant procurement policies, whether from the State Procurement Code or CTIO's modified procurement process, to ensure the procurement supports the necessary funding and financing required to deliver the Mountain Rail Program services to the State.
- **Financial Plan, Benefit-Cost Analysis (BCA), and Economic Impact Assessment (EIA):** CTIO is developing a financial plan for the Mountain Rail Program and contributing a BCA and EIA for the Mountain Rail Program's Service Development Plan (SDP). These financial frameworks will be critical components to evaluate the economic feasibility and long-term sustainability of the anticipated passenger rail service.
- **Access, Operations, and Construction Agreements:** CTIO is supporting the development of access agreements, detailing terms and conditions for utilizing existing freight corridors, and coordinating with the owner of existing track and right-of-way, Union Pacific.

By leveraging its expertise in these areas, CTIO ensures that the Mountain Rail project will be developed efficiently and sustainably, meeting both economic and community needs in Northwest Colorado.

6.1.2 Front Range Passenger Rail

The Front Range Passenger Rail (FRPR) project aims to connect major cities along a 173-mile corridor from Pueblo to Fort Collins, including Colorado Springs and Denver. The project will commence with the northern segment, linking Fort Collins to Denver and on to Trinidad, and will subsequently expand southwards to include Colorado Springs and Pueblo in future phases. CDOT is advancing the project's readiness with the Federal Rail Administration.

CTIO's Role: CTIO plays a supportive role in the FRPR project, focusing on the following areas:

- **Financial Modeling:** CTIO will develop a financial model for a starter service in the Northwest Corridor. This model is essential for assessing the financial viability and cost-efficiency of the initial phase of the rail project.
- **Governance Structure Discussion and Implementation:** CTIO actively participates in discussions about the governance structure among CDOT, the Regional Transportation District (RTD), and the FRPR District. The group has decided to enter into a standalone intergovernmental agreement to complete the construction and operation of RTD's northwest fixed guideway corridor, including its extension to Fort Collins as the first phase of the FRPR service.
- **Engagement Agreement with BNSF:** CTIO will enter into an early engagement agreement with BNSF to help advance the project. This early collaboration will provide critical insights into operational logistics, infrastructure requirements, and potential project hurdles, helping to anticipate and mitigate challenges before they occur.

By leveraging its expertise in these areas, CTIO ensures that the FRPR project will be developed efficiently, meeting both economic and community needs in Colorado.

6.1.3 Winter Park Ski Train Expansion

The Winter Park Express, operated by Amtrak, is a seasonal ski train between Denver Union Station and the Winter Park Resort. This service offers a convenient and scenic travel option for skiers and snowboarders, eliminating the need to drive through mountain roads. In the 2023-24 ski season, Amtrak provided service three days per week, from early January to late March, with a few additional days.

CTIO's Role: CTIO entered into an agreement with Amtrak to expand service and reduce fares on the Winter Park Express train for the 2024-25 ski season. The goals are to enhance capacity and reduce congestion both in the current and future seasons. By leveraging revenue from SB 24-184, CTIO has been able to:

- **Increase Seat Capacity:** Seat capacity was increased to 420 seats per run.
- **Extend the Period of Operation:** The expanded schedule continues through March 31, 2025, and will include 69 round trips, which is 29 more trips than last year.
- **Increase Frequency:** Starting January 9, 2025, the frequency of Winter Park Express trips is increased to five times weekly: Thursdays, Fridays, Saturdays, Sundays, and Mondays.
- **Reduce Fares:** Fares dropped from \$53 to \$29, a 45% decrease.
- **Boost Ridership:** Early indications show successful outcomes, with preliminary statistics indicating that trains are 90% full on weekends.
- **Support Advertising Efforts:** CTIO has supported advertising efforts to promote the expanded service.

By implementing these strategies, CTIO aims to enhance the service's accessibility and popularity, contributing to reduced traffic congestion and promoting sustainable travel options.

6.2 Bus Network Strategy

Buses are one of the most flexible and cost-effective ways to expand transit services. A comprehensive and well-integrated bus network is crucial for creating an efficient, accessible, and sustainable transportation system. By offering a viable alternative to driving, buses help reduce traffic congestion, decrease road wear and tear, and lower GHG emissions. Expanding and enhancing bus services, such as CDOT's Bustang, Snowstang, and Pegasus programs, can significantly improve regional connectivity throughout Colorado, facilitating easier travel between urban, suburban, and rural areas. CTIO envisions a future where Colorado's statewide bus network is:

- **Comprehensive:** Providing a connected network of services across the state, focusing on key corridors.
- **Accessible & Equitable:** Addressing the needs of rural, underserved, and transit-dependent communities by ensuring equitable transit access and breaking down barriers to mobility opportunities.
- **Reliable:** Enhancing transit services through infrastructure improvements and maintaining consistent, predictable travel times for transit users.
- **Integrated:** Collaborating with local transit agencies and communities to ensure seamless connections between transit systems, mobility hubs, and First Mile/Last Mile (FLM) solutions.

- **Sustainable:** Considering operational costs alongside capital needs to ensure long-term financial viability and strategic investments
- **Fosters Strategic Growth:** Encouraging denser development near transit hubs, reducing car dependence and emissions but also maximizing infrastructure use for a sustainable future

CTIO is dedicated to supporting the expansion of a comprehensive statewide bus system and has actively contributed to CDOT’s interregional express bus services through transit-friendly infrastructure projects, such as Express Lanes and Mobility Hubs. These efforts are designed to make transit more accessible, reliable, and sustainable. Additionally, CTIO will collaborate with CDOT to explore new projects and programs aimed at further expanding the bus network, ensuring that underserved communities have better access to public transportation.

The table below highlights specific examples of how CTIO supports bus services through various initiatives and infrastructure projects. It outlines the roles and impacts of CTIO’s contributions to Express Lanes, Mobility Hubs, and transit passes for low-income residents. These initiatives are crucial for enhancing the overall efficiency, reliability, and affordability of the bus network across the state.

Figure 6 Bus Network Strategy - CTIO's Role

Express Lanes	Mobility Hubs	Transit Passes for Low-Income Residents
<ul style="list-style-type: none"> ✓ Providing free access to transit services, including those offered by the Regional Transportation District (RTD) and CDOT’s Division of Transit and Rail (DTR), such as Bustang, Snowstang, and Pegasus. 	<ul style="list-style-type: none"> ✓ Providing the necessary infrastructure (such as parking spaces, bike racks, and EV chargers) to support the construction of integrated transit centers 	<ul style="list-style-type: none"> ✓ Free transit passes (e.g. Central 70 GES Tolling Equity Program) ✓ Discounted public transit fares (e.g. Zero Fare for Better Air Initiative)
<u>Objectives</u>		
Reduced Travel Time	Improved Reliability	Enhanced Mobility and Route Efficiency
Integrated Transit Centers	Environmental Sustainability	Improved Accessibility and Affordability

- **Express Lanes:** Facilitating quicker and more reliable bus transit, thus enhancing the efficiency of bus routes and improving passenger experience, as evidenced by CTIO’s facilitation of the U.S. 36 Managed Lanes Bus Rapid Transit project.
- **Mobility Hubs:** Creating integrated transit centers that connect various modes of transportation, making it easier for passengers to switch between buses, cars, bikes, and pedestrian routes.

CTIO will continue to explore and support initiatives that bolster the bus network, ensuring that transit services are adaptable to the evolving transportation needs of Colorado's residents.

6.2.1 Express Lanes

Express Lanes are a crucial tool leveraged by CTIO to enhance the efficiency of existing bus services, increase roadway capacity, and manage congestion on Colorado highways. Anyone can use Express Lanes. There are simply different ways to use them. Users have a choice: they can ride the bus, carpool with three or more occupants, or ride a motorcycle to use the lanes for free (apart from the I-70 Mountain Corridor and C-470). Vehicles that do not meet the High Occupancy Vehicle (HOV) requirements can choose to pay a toll to use the lanes. Since 2015, CTIO has been expanding its Express Lanes operations, with 176 lane miles currently in operation and an additional 77 lane miles under construction or in development.

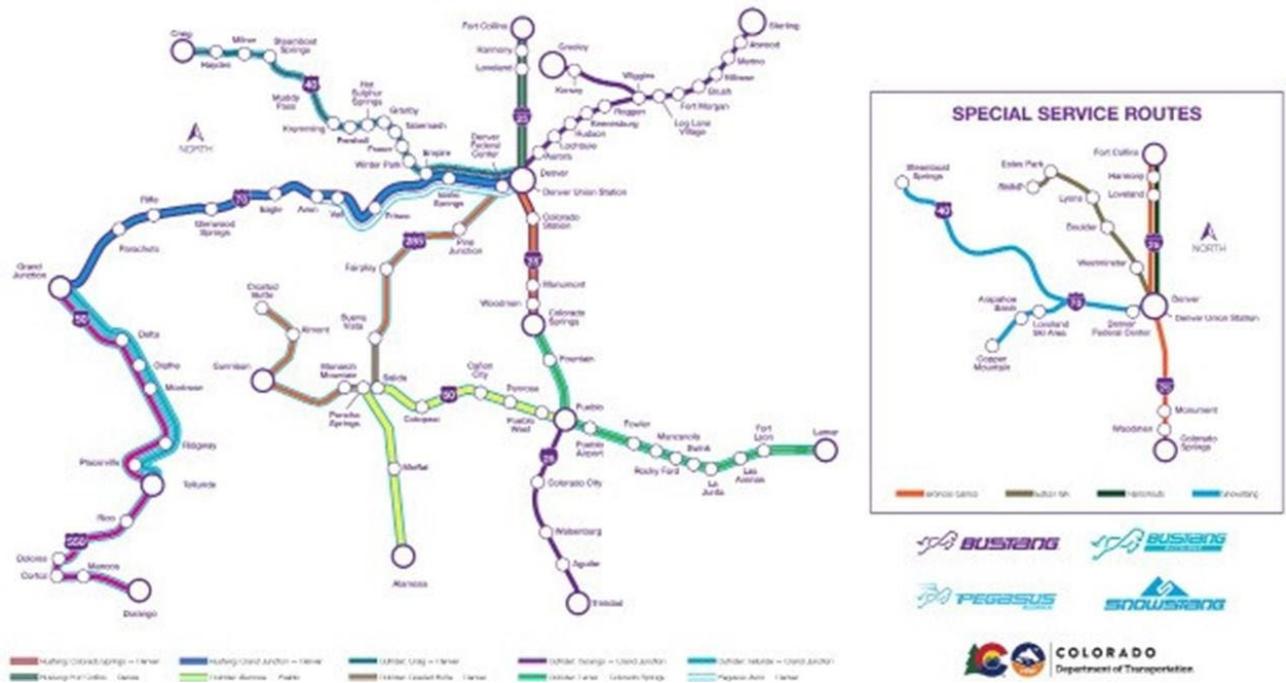
Between 2018 and 2020, CTIO conducted a statewide Express Lane Master Plan (ELMP) in coordination with CDOT and other regional partners. Guided by the ELMP, CTIO is continually assessing the Express Lane system, to significantly reduce traffic congestion in the corridors where these lanes operate. In 2024, there were 4.7 million free HOV3+ trips using the Express Lanes, accounting for 14 percent of all trips.

CTIO's Role: Improving travel time reliability is essential for increasing transit ridership and building passenger trust in reliable on-time arrivals. CTIO's 176 miles of Express Lanes can provide free access to transit services, including those offered by the Regional Transportation District (RTD) and CDOT's Division of Transit and Rail (DTR), such as Bustang, Snowstang, and Pegasus. This access significantly improves travel time and reliability for passengers, particularly during peak traffic periods.

The availability of Express Lanes has contributed to increased bus ridership. Between 2023 and 2024, the Bustang North Line (Denver to Fort Collins) saw a 12% increase in ridership, growing to 64,000 passengers, while the South Line (Denver to Colorado Springs) experienced a 10% increase, serving 45,000 passengers. Both routes utilize Express Lanes to ensure quick and reliable trips for passengers. As additional Express Lanes are developed, bus services throughout Colorado will continue to improve.

By leveraging Express Lanes, CTIO not only enhances the efficiency of bus services but also supports broader goals of traffic management and congestion reduction, ensuring a more reliable and sustainable transportation network for all users.

Figure 7 Bustang and Bustang Outrider Map



6.2.2 Mobility Hubs

CDOT is developing a network of mobility hubs to integrate transit systems across the state. These hubs serve as comprehensive transportation centers that emphasize multimodal services, seamless transitions between different modes of transportation, passenger convenience, and opportunities for transit-friendly development in surrounding areas. Mobility hubs play a crucial role in meeting diverse transportation needs by:

- **Connecting Bustang’s Network:** Integrating Bustang’s extensive network with local transit systems, allowing for easy and efficient transfers.
- **Offering Car and Bike Share Services:** Providing access to car and bike share programs, facilitating flexible and convenient travel options.
- **Supporting Vanpools and Carpools:** Encouraging shared rides through dedicated vanpool and carpool services, reducing the number of single-occupancy vehicles on the road.
- **Electric Vehicle Charging:** Installing electric vehicle (EV) charging stations to support the growing demand for EVs and promote sustainable transportation.
- **Enhancing Bike and Pedestrian Access:** Creating safe and accessible pathways for cyclists and pedestrians, promoting active transportation.

Mobility hubs are instrumental in reducing congestion, improving air quality, and enhancing transportation choices for residents. By strategically positioning these hubs, CDOT ensures that transportation networks are more integrated, efficient, and capable of addressing the evolving mobility needs of Colorado’s population.

CTIO’s Role: CTIO has played a vital role in securing financing that supports the construction of mobility hubs, especially as part of the I-25 North Express Lanes project. For example, the Centerra Loveland

Mobility Hub includes amenities such as parking spaces, bike racks, and EV chargers. A pedestrian underpass connects the parking lot to the bus loading area within the median of I-25, allowing users to conveniently switch between transit, cars, bikes, or walking, thereby integrating multiple modes of transportation.

By providing the necessary infrastructure financing, CTIO ensures that mobility hubs improve access to transit services, making it easier for passengers to navigate the transportation system and choose sustainable modes of travel. This approach not only enhances the user experience but also contributes to the broader goals of reducing traffic congestion and improving air quality throughout Colorado.

6.2.3 Transit Passes for Low-Income Residents

During certain CTIO/CDOT projects, CTIO funds and provides free transit passes to residents of impacted communities, during and after construction. Free transit passes are a valuable tool for improving the accessibility and affordability of public transportation, particularly for low-income residents. By eliminating the cost barrier, these passes encourage greater use of public transit, resulting in reduced traffic congestion, lower GHG emissions, and enhanced mobility for individuals who might otherwise struggle to afford transportation. Programs like the Central 70 Globeville and Elyria Swansea (GES) Tolling Equity Program and the Zero Fare for Better Air initiative in Colorado exemplify these benefits:

- **Central 70 GES Tolling Equity Program:** Provides free transit passes and toll credits to eligible residents in the Globeville and Elyria-Swansea neighborhoods.
- **Zero Fare for Better Air Initiative:** Offers free public transit fares during the summer months to all Coloradans.

These programs not only support environmental sustainability but also promote social equity by ensuring that everyone has access to reliable transportation.

CTIO's Role: CTIO launched the Central 70 GES Tolling Equity Program in 2023, aiming to provide toll credits and free transit passes to eligible GES residents that income qualify. The program was developed through extensive community engagement and stakeholder input to identify the most preferred options. Key aspects of the program include:

- **Free Transit Passes:** Distributed within the community to improve accessibility and affordability of public transportation.
- **Toll Credits and Free Transponders:** Provided \$100 in toll credits along with free transponders to eligible residents.
- Eligible residents that income qualify can receive both benefits.

Between March 2023 and mid-July 2024, CTIO distributed approximately \$283,000 in transit passes and \$14,000 in toll credits/transponders. Recently, the CTIO board approved a change to one of the key eligibility criteria related to income, moving from a Federal Poverty Level (FPL) to an Area Median Income (AMI) calculation that better reflects the cost of living in Denver. This change expands eligibility to over half the ten thousand residents, ensuring that an even greater number of people can travel in and around their community more easily to get to work, medical appointments, and grocery stores.

6.3 Other Multimodal Initiatives

Beyond the projects outlined in CDOT's 10-Year Plan, CTIO is spearheading several multimodal initiatives that enhance Colorado's transportation ecosystem. These initiatives—while not directly tied to transit or

rail networks—play a crucial role in expanding connectivity, improving efficiency, and strengthening the statewide multimodal infrastructure.

Figure 8 Other Multimodal Initiatives - CTIO's Role

Commercial Back-Office Solutions (CBOS)	Dynamic Tolling	Roadside Security and Safety
<ul style="list-style-type: none"> ✓ Enhancing its CBOS to support a seamless, scalable, and future-ready tolling and customer service platform for the CTIO Express Lanes System 	<ul style="list-style-type: none"> ✓ Adjustment of toll rates based on real-time traffic conditions. ✓ Implemented across the Central 70, I-25 South Gap, and I-70 Mountain Express Lane Corridors 	<ul style="list-style-type: none"> ✓ Express Lanes Safety and Toll Enforcement Program (STEP) ✓
<u>Objectives</u>		
Streamlined Tolling Operations	Enhanced System Reliability	Reduced Collisions, Improved Road Safety
Data Driven Congestion Management And Travel Reliability	Environmental Sustainability	Reduced Violations And Improved Compliance

6.3.1 Commercial Back-Office Solutions

As part of its commitment to operational excellence, CTIO is enhancing its Commercial Back-Office Solutions (CBOS) to support a seamless, scalable, and future-ready tolling and customer service platform for the CTIO Express Lanes System.

The upgraded CBOS will:

- **Seamlessly integrate** new Express Lane facilities, ensuring adaptability to future growth
- **Scale efficiently** to accommodate increased demand and evolving operational needs
- Connect with third-party systems, including transit and parking networks, to enhance multimodal accessibility
- **Leverage performance-based metrics** to optimize congestion management and improve the user experience

This modernization effort will streamline tolling operations, enhance system reliability, and improve customer service, reinforcing CTIO’s role in advancing innovative transportation solutions.

6.3.2 Dynamic Tolling

In 2024, CTIO introduced dynamic tolling—a system that continuously adjusts toll rates based on real-time traffic conditions rather than relying on historical time-of-day pricing. This technology was implemented across the Central 70, I-25 South Gap, and I-70 Mountain Express Lane Corridors to:

- **Proactively manage congestion**, maintaining optimal traffic flow across both Express Lanes and general-purpose lanes
- **Enhance travel reliability**, ensuring consistent speeds and reduced delays
- **Support environmental goals** by minimizing stop-and-go traffic, which helps **lower GHG emissions** and improve **air quality**
- CTIO plans to expand dynamic tolling across all Express Lanes, reinforcing its commitment to data-driven traffic management and system-wide efficiency.

6.3.3 Roadside Safety

Ensuring the safety and security of all transportation system users is a top priority for CTIO. Through targeted infrastructure enhancements, CTIO is committed to protecting drivers, pedestrians, cyclists, and public transit riders while supporting CDOT’s Moving Toward Zero Deaths initiative.

A key initiative that CTIO is pursuing to support roadside safety is the **Express Lanes Safety and Toll Enforcement Program (STEP)**.

Launched in 2023, STEP encourages safe driving on CTIO’s network of Express Lanes by using sophisticated roadside technology to enforce Express Lane rules. STEP has already led to an 80% reduction in violations, improving compliance and road safety. STEP leverages advanced roadside technology to keep all motorists safe and to keep traffic flowing along Colorado’s Express Lane corridors as efficiently as possible.

By integrating state-of-the-art safety technology and enforcement mechanisms, CTIO is proactively working to reduce accidents and enhance system-wide security.

Driving a More Efficient, Integrated, and Sustainable Future

These multimodal initiatives reflect CTIO’s dedication to building a modern, efficient, and environmentally responsible transportation system. Through innovative tolling, enhanced safety measures, and next-generation back-office solutions, CTIO is aligning with Colorado’s broader mobility goals—reducing congestion, improving air quality, and ensuring a seamless multimodal network.

By taking a holistic, forward-thinking approach, CTIO is shaping a smarter, safer, and more sustainable future for all Coloradans.

Next Update to the MSCP



7. NEXT UPDATE TO THE MSCP

With CDOT's updated 10-Year Plan set for adoption by the end of 2025, CTIO will work closely with CDOT to revise and release the new MSCP in early 2026. This update will align with CDOT's multimodal strategic goals and incorporate stakeholder engagement to establish a robust project selection process that ensures projects meet both state and community needs.

The updated 10-Year Plan is primarily focused on capital projects, serving as a key source for project selection. However, CTIO will take a holistic approach to identifying capital projects for funding where there is a nexus with the Congestion Impact Fee. This approach ensures that investments align with congestion management strategies and maximize statewide mobility benefits. Additionally, CTIO will prioritize pre-development activities to advance critical projects, moving them from early-stage planning into actionable implementation. These activities may include feasibility studies, environmental assessments, and initial design work, among others, positioning key projects for future funding and construction.

CTIO will continue to monitor and incorporate these pre-development efforts into the MSCP, ensuring they align with the overall vision for a connected and sustainable transportation network. As part of this ongoing evaluation, CTIO will also consider new opportunities and emerging projects that are not yet part of the formal 10-Year Plan but have the potential to enhance the state's transportation infrastructure and multimodal options. This approach ensures that the MSCP remains flexible and responsive to changing priorities and emerging needs while supporting the integration of both long-term and short-term transportation solutions across Colorado.

Key Areas for Update:

1. Goals and Objectives

- Refine to incorporate stakeholder feedback and align with statewide mobility and environmental goals, including CDOT's strategic vision and the GHG Transportation Planning Standard.

2. CDOT 10-Year Plan Integration

- Ensure the MSCP reflects strategic direction and priority projects from the new plan, maintaining alignment with statewide transportation objectives.

3. Investment, Funding, and Financing

- Develop comprehensive funding strategies that incorporate insights from the Federal Funding Assessment Report to maximize federal, state, and private sector funding opportunities.

4. Multimodal Strategy Development

- Develop a rigorous, data-driven project selection framework to guide equitable and impactful investments in rail and transit initiatives.

A Forward-Looking Approach

The forthcoming MSCP update will reflect the latest transportation priorities and emerging trends identified in CDOT's new 10-Year Plan. By aligning with CDOT's strategic goals, enhancing funding and financing approaches, and refining the project selection process, CTIO will ensure the MSCP remains a dynamic, results-driven roadmap. This strategic approach will enable CTIO to meet its legislative mandate under SB 24-184, effectively deploying the Congestion Impact Fee to:



- Alleviate traffic congestion
- Expand multimodal transportation options
- Advance Colorado’s environmental and sustainability goals
- By integrating forward-thinking strategies, CTIO is committed to building a more accessible, efficient, and sustainable transportation future for all Coloradans.



Conclusion



8. CONCLUSION

The interim MSCP lays a critical foundation for Colorado's multimodal transportation future by integrating key insights from foundational planning documents and evaluating available resources. This strategy provides a roadmap for developing and implementing impactful transportation projects that enhance mobility, reduce congestion, and contribute to the state's sustainability goals, particularly through expanded multimodal options.

The MSCP aligns with CDOT's 10-Year Plan, reflecting critical goals such as safety, fixing our roadways, and the expansion of diverse transportation options. As CDOT works toward adopting an updated 10-Year Plan in 2025, the new plan's outcomes will serve as the cornerstone for the MSCP's next iteration. This will ensure that CTIO's efforts are aligned with Colorado's broader transportation vision, leveraging the state's priorities and extensive stakeholder input. The alignment with CDOT's 10-Year Plan guarantees that CTIO's focus remains in sync with the state's evolving transportation needs.

A key factor in achieving the MSCP's goals will be leveraging the state's robust funding and financing landscape. By incorporating innovative financing mechanisms, including public-private partnerships, bonds, and loans, along with the Congestion Impact Fee established under SB 24-184, CTIO is well-positioned to fund a wide range of multimodal projects. This financial infrastructure not only supports the development of rail, bus, and other transportation services but also ensures that funding is allocated efficiently to maximize both impact and sustainability.

The prioritization process outlined in the MSCP will be further refined through continuous updates, with input from CDOT's planning process, stakeholder feedback, and ongoing analysis of available funding sources. The next version of the MSCP will reflect the strategic direction derived from these insights, prioritizing projects that are both impactful and feasible. Key initiatives, such as the Mountain Rail Program, Front Range Passenger Rail, and Winter Park Ski Train expansion, serve as examples of CTIO's commitment to sustainable and equitable transportation solutions.

In conclusion, the MSCP's alignment with CDOT's updated 10-Year Plan, combined with effective funding strategies, positions CTIO to develop a forward-looking, multimodal capital plan. This dynamic approach will ensure the MSCP adapts to the evolving transportation landscape, supporting the diverse needs of Colorado's communities while advancing the state's goals for sustainability, equity, and resilience in transportation infrastructure. The MSCP will remain a flexible, responsive document, updated regularly to ensure that Colorado's transportation network continues to meet the demands of its residents and communities, both now and in the future.



Appendix



9. APPENDIX

Glossary of Terms

Table 4 Glossary (CDOT 10-Year Plan Annual Report p. 13)

Term	Definition
Project Type	Indicates the primary project type, classified as Highway with Transit (H, T) or Transit (T)
TC Approved Strategic Funding (FY 19-22):	Projects funded by SB-1, SB-267, SB-260, and federal stimulus (2021) during the first four years of the 10-Year Plan
TC Approved Strategic Funding (23-26):	Projects funded for the next four years of the 10-Year Plan
Other Funding	Indicates other funding sources (state, federal, local, grants, enterprise funding, etc.) will be utilized to deliver the project
Planned Funding (FY 27+)	Projects planned for the out years of the 10-Year Plan, not yet prioritized or approved for funding by the Transportation Commission
Total Est. Project Cost As of 10/31	Planning-level estimate of total project cost, including approved, other, planned and yet-to-be approved funding streams.

Diagrams and Tables

The following tables provide detailed information on the updated 10-Year Strategic Project Pipeline for all regions across Colorado, as of November 2024. These tables offer a comprehensive view of the project types, strategic funding, planned projects, and their status.

Table 5 Central Highway and Transit Projects (Region 1) (CDOT 10-Year Plan Annual Report p. 13)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-25	Lone Tree Mobility Hub	T	2744	\$10.0M	\$4.5M	Y		\$24.5M
I-25	I-25 North between 84th Avenue and 104th Avenue	H, T	2584	\$4.0M	\$16.0M	Y	\$90.0M	TBD
I-25	I-25 and CO 7 Interchange Mobility Hub	H, T	2694	\$14.0M	\$3.5M	Y		\$25.0M
I-70	I-70 Bus tang Pegasus Park-n-Rides	T	2753	\$4.0M	\$3.0M		\$5.0M	\$12.0M
Non-Corridor	Regionwide Arterial BRT and Transit Improvements	H, T	2638	\$3.0M	\$67.5M	Y	\$95.0M	\$480.0M

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-25	Castle Rock Mobility Hub	T	2714	\$10.5M	\$3.0M	Y		\$16.7M
I-25	I-25 Central Non-Capacity Safety and Operational Improvements	H, T	2576			Y	\$35.0M	TBD
I-70	Idaho Springs Mobility Hub	T	2716	\$6.3M		Y		\$13.2M
Non-Corridor	Bustang Heavy Maintenance Facility	T	2715	\$1.0M	\$50K	Y	\$5.0M	\$17.0M

Table 6 Southeast Highway and Transit Projects (Region 2) (CDOT 10-Year Plan Annual Report p. 14)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-25	Woodmen Road Mobility Hub	T	2720	\$6.0M				\$6.0M
I-25	Monument Park-n-Ride	T	2721	\$500K				\$500K
I-25	Outrider Improvements at Colorado City Corners, Walsenburg, and Aguilar	T	2497	\$200K				\$200K
US 50	Outrider Improvements at Pueblo West	T	2726	\$80K				\$80K
US 50	Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, & Fowler	T	2495	\$600K				\$600K
US 50	Outrider Improvements at Cañon City and Cotopaxi	T	2496	\$160K				\$160K

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
US 50	La Junta Multimodal Transit Center	T	1285			Y	\$4.0M	\$4.5M
CO 67	Cripple Creek Administration and Operations Facility	T	1075	\$120K	\$2.1M	Y		\$2.2M
Non-Corridor	Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Wood-land Park)	T	1004		\$390K			\$390K
Non-Corridor	Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	T	1038		\$1.4M			\$1.4M
I-25	Outrider Improvements at Tejon Park-n-Ride	T	2725	\$80K				\$80K
I-25	Pueblo Administrative and Maintenance Facility	T	2724	\$2.2M		Y		\$20.0M
I-25	South Central Storage and Maintenance Facility	T	1270	\$2.6M		Y		\$3.3M
I-25	Bustang Fountain Mobility Hub	T	2703		\$8.2M			\$8.2M
I-25	North Pueblo Mobility Hub	T	2723	\$6.0M				\$6.0M
US 24	New Regional Fixed-Route Transit Service in Teller County	T	1068		\$600K			\$600K
US 50	Expanded Golden Shuttle Fixed-Route Service in Fremont County	T	1070				\$1.3M	\$1.3M
US 50	Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City	T	1071				\$760K	\$760K



Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
US 50	La Junta to Fowler Fixed-Route Service	T	1287				\$600K	\$600K
US 50	City of La Junta Bus Barn Rehabilitation	T	1288		\$200K			\$200K
US 50	Expand Deviated Fixed-Route Services in La Junta	T	1289				\$400K	\$400K
US 50	New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services	T	1049		\$500K			\$500K
US 160	Kim Transit Garage	T	1044		\$500K			\$500K
US 160	Expanded Regional Transit Service for Branson, Kim, and Baca County	T	1045		\$600K			\$600K
US 160	Baca County Bus Facility	T	1048		\$400K			\$400K
US 285	Fairplay Mobility Hub	T	1084	\$4.0M				\$4.0M
US 287	Kiowa County Bus Storage Facility	T	1281	\$350K				\$350K
CO 12	Expanded Regional Transit Service between Trinidad and CO 12 Communities	T	1267				\$2.0M	\$2.0M
CO 69	Westcliffe Vehicle Housing	T	1079		\$460K			\$460K
CO 96	Expand Crowley County Transit Service in Crowley County and Sugar City	T	1294				\$400K	\$400K

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
CO 115	New Interregional Transit Service between Cañon City-Florence-Colorado Springs	T	1081		\$840K			\$840K
Non-Corridor	Colorado Springs Transit Center	T	2719	\$8.0M		Y		\$20.0M
Non-Corridor	High-Capacity Corridor Improvements in El Paso County	T	2552		\$850K			\$850K
Non-Corridor	Mobility Management and Expansion of Upper Arkansas Area Council of Governments (UAACOG)	T	1635		\$100K			\$100K
Non-Corridor	Expanded Regional Transit Service in Kiowa County	T	1047		\$400K			\$400K
Non-Corridor	Mountain Metropolitan Transit Fixed-Route Service Expansion – Stage 1	T	2556			Y	\$4.8M	\$7.8M
Non-Corridor	Pueblo Transit Fixed-Route Bus/Vehicle Replacements	T	2566		\$3.9M		\$3.3M	\$7.2M
Non-Corridor	Fort Carson Circulators/Service to PPCC	T	2762		\$1.1M	Y		\$1.5M
Non-Corridor	Academy Boulevard/Hancock Expressway Transfer Center	T	2763				\$3.0M	\$3.0M

Table 7 Northwest Highway and Transit Projects (Region 3) (CDOT 10-Year Plan Annual Report p. 16)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-70	North Avenue Transit Infrastructure Improvements	T	2727	\$1.5M		Y		\$5.7M

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-70	Grand Junction Mobility Hub	T	2747	\$4.1M		Y		TBD
US 50	Montrose Multimodal Transit Center (All Points Transit)	T	1096	\$3.2M				\$3.2M
Non-Corridor	Grand Valley Transit Maintenance Facility	T	2668		\$1.5M		\$540K	\$2.0M
US 40	Outrider Improvements at Winter Park and Tabernash	T	2749	\$160K				\$160K
US 40	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	T	2494	\$300K				\$300K
US 40	Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig	T	2748	\$320K				\$320K
US 40	Steamboat Springs Transit Fleet Expansion	T	1245		\$2.4M			\$2.4M
US 40	Redesign and Construct the Steamboat Springs Transportation Center – Phase 1	T	1246		\$2.3M			\$2.3M
US 40	Steamboat Springs Bus Rapid Transit Planning Study	T	1254		\$250K			\$250K
US 50	Western Slope Maintenance Facility	T	2340		\$2.7M			\$2.7M
US 50	Outrider Improvements at Montrose, Delta, and Gunnison	T	2454	\$250K				\$250K
Non-Corridor	Regional Transit Service between Montrose and Telluride	T	1028	\$500K		Y		\$1.2M

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
Non-Corridor	New Essential Bus Service between Grand Junction and Craig and between Craig and Frisco (Proposed Bustang Outrider Service)	T	1032 2125				\$400K	\$400K
Non-Corridor	Grand Valley Transit Bus Replacement	T	2666			Y		TBD
Non-Corridor	Grand Valley Transit System Enhancements	T	2667		\$2.5M			\$2.5M
Non-Corridor	Grand Valley Transit Compressed Natural Gas Storage and Production Facility	T	2669			Y		TBD
Non-Corridor	Mountain Express Transit Center	T	2766	\$500K	\$500K	Y		TBD
Non-Corridor	Gunnison to Montrose Outsider Expansion (Rolling Stock)	T	2767	\$900K				\$900K
Non-Corridor	Gunnison Transit Center	T	1102		\$1.0M			\$1.0M
Non-Corridor	Snowmass Transit Center	T	1231	\$4.5M		Y		\$34.0M

Table 8 Northeast Highway and Transit Projects (Region 4) (CDOT 10-Year Plan Annual Report p. 18)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-25	Harmony Road Park-n-Ride Expansion	T	2733	\$500K				\$500K

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
I-76	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	T	2490	\$320K				\$320K
I-76	Outrider Improvements at Sterling	T	2491	\$80K				\$80K
US 34	US 34 Transit Planning and Capital between Loveland and Greeley	T	2605		\$13.2M	Y		\$16.5M
US 34	Estes Park Transit Improvements & Electric Trolley Bus Barn	T	2530 2525 2526	\$1.4M		Y		\$2.0M
US 36	US 36/28th Street and CO 93/Broadway Intersection Improvements	H, T	2597		\$2.0M	Y	\$13.1M	\$16.2M
CO 7	CO 7 Corridor Improvements	H, T	2596	\$11.6M	\$1.9M	Y		\$106.0M
Non-Corridor	Northern Colorado Fleet Maintenance Facility	T	2737	\$3.0M		Y		\$17.0M
I-25	I-25 Bustang Fleet Expansion	T	2690				\$2.5M	\$2.5M
I-25	North I-25 Transit Fleet Purchase	T	1802		\$1.5M		\$1.5M	\$3.0M
I-76	I-76 New Local Fixed-Route Transit Service in Fort Morgan	T	1426		\$1.6M			\$1.6M
US 287	US 287 Corridor Improvements: US 36 to CO 66	H, T	2602		\$2.9M	Y	\$27.0M	\$205.0M
Non-Corridor	Bustang Fleet Purchases	T	2736	\$2.5M				\$2.5M

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
Non-Corridor	Bustang Outrider Fleet Expansion	T	2773	\$2.5M	\$1.5M		\$1.1M	\$2.6M

Table 9 Southwest Highway and Transit Projects (Region 5) (CDOT 10-Year Plan Annual Report p. 20)

Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
US 160	Pagosa Springs' Main Street Reconstruction and Multimodal Improvements	H, T	1339	\$25.1M		Y		\$33.4M
US 24	Buena Vista Park-n-Ride and Intermodal Facility	T	1297	\$1.0M				\$1.0M
US 50	Outrider Improvements at Poncha Springs	T	2752	\$80K				\$80K
US 50	Salida Transit Capital Improvements	T	2751	\$480K		Y		\$600K
US 160	Alamosa Transit Center	T	1309				\$2.8M	\$2.8M
US 160	Bustang Outrider Service between Pagosa Springs and Durango	T	2523		\$2.7M			\$2.69M
US 285	Outrider Improvements at Johnson Village, Moffat, and Alamosa at Adams State	T	2492	\$250K				\$250K



Corridors	Project Name	Project Type	Planning Project ID	TC Approved Strategic Funding (FY 19-22)	TC Approved Strategic Funding (FY 23-26)	Other Funding	Planned Funding (FY 27+)	* Total Est. Project Cost As of 10/31
US 550	Durango Transit Capital Improvement	T	1365	\$2.0M	\$2.5M			\$4.5M
CO 17	Northeast San Luis Valley Transit Service	T	2532		\$560K			\$560K
CO 62	Outrider Improvements at Placerville, Ridgway, and Telluride	T	2455	\$250K				\$250K
CO 145	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	T	2493	\$400K				\$400K
Non-Corridor	Regional Transit Service between Montrose and Telluride	T	1028	\$2.1M				\$2.1M