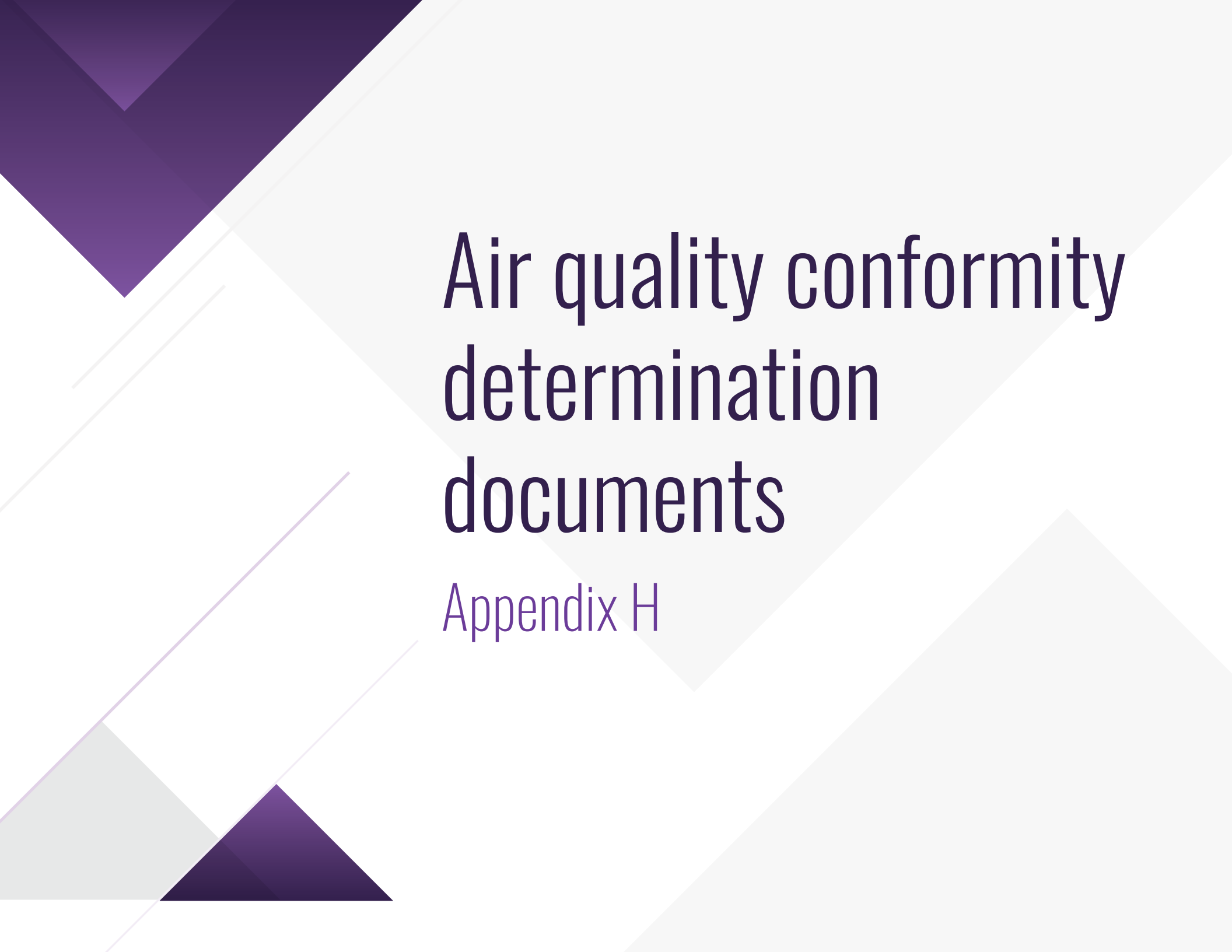


The background features several large, overlapping geometric shapes in shades of purple and grey. A large purple triangle is in the top-left corner. A large grey triangle is in the bottom-right corner. A smaller grey triangle is in the bottom-left corner. A small purple triangle is also in the bottom-left corner, overlapping the grey one. Several thin, light purple lines are scattered across the background, some parallel to the edges of the triangles.

Air quality conformity determination documents

Appendix H

Updated (2026) 8-hour ozone conformity determination for the Denver Southern Subarea for:

- The Denver Regional Council of Governments' fiscally constrained element of the 2050 Metro Vision Regional Transportation Plan.
- The DRCOG 2026-2029 Transportation Improvement Program.
- The Southern Subarea portion of the Upper Front Range 2050 Regional Transportation Plan.
- The 2023-2026 State Transportation Improvement Program for the Upper Front Range transportation planning region.

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).

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Executive summary

DRCOG staff completed this transportation conformity determination as part of the transportation and air quality planning process. DRCOG's update of the long-range transportation plan triggered the need to perform the conformity analysis. The ozone nonattainment area continues to meet air quality conformity standards associated with the Denver and Upper Front Range transportation planning regions' respective long-range transportation plans and short-range transportation improvement programs.

Emissions test results

Table 1 details the budgets for volatile organic compounds and nitrogen oxides, the pollutants that directly contribute to ozone. The modeled emissions must be below budget to pass conformity tests. All staging-year results for the Denver Southern Subarea are reported in Table 1.

All tests are passed because model results for emissions are below the budgets. This means the plans associated with the determination meet conformity requirements for the 2020 Ozone State Implementation Plan budgets (2008 and 2015 ozone standards). The emissions estimates were generated by the Colorado Air Pollution Control Division using the transportation inputs from DRCOG's travel demand models and version 3.0 of the Environmental Protection Agency's Motor Vehicle Emission Simulator model, or MOVES.

**Table 1: 8-hour ozone conformity modeling results
for the Denver Southern Subarea**

Year	Volatile organic compounds, emission tons per day	Nitrogen oxides, emission tons per day
2020 State Implementation Plan budgets (per the 2008 ozone standard)	41.2	45.0
2026 emissions	24.6	17.1
2030 emissions	20.2	12.9
2040 emissions	17.3	9.1
2050 emissions	18.8	9.8
Pass or fail?	Pass	Pass

Other pollutants

This document details ozone conformity. The Denver region is no longer designated as a maintenance area for particulate matter equal to or less than 10 microns in aerodynamic diameter (also known as PM10) or carbon monoxide (also known as CO). The 20-year maintenance period requirements for both pollutants were completed in 2023 and 2022, respectively.

What is transportation conformity?

Each metropolitan planning organization associated with an air quality nonattainment area is required to show conformity of its long-range fiscally constrained regional transportation plan and transportation improvement program with the state implementation plan for air quality prior to adoption. Section 176(c) of the Clean Air Act, as amended in 1990, requires that new conformity determinations be made when there are major changes such as additions, deletions or project scope adjustments to funded regionally significant projects as reflected in a current conformity determination, or if a new transportation improvement program (with different programming years) is proposed for adoption. Major changes usually occur in relation to the long-range regional transportation plan. Since transportation improvement program projects must be identified in the long-range plan, adjustments to a transportation improvement program alone rarely trigger the need for a new conformity determination. This determination was triggered by DRCOG's update of the 2050 Metro Vision Regional Transportation Plan.

The Clean Air Act defines conformity as alignment with an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (known as NAAQS) and achieving expeditious attainment of such standards. In addition, activities may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with the timely attainment of required emissions reductions. For pollutants for which a region currently meets standards but was formerly in nonattainment, the applicable state implementation plan may also be referred to as a maintenance plan, which demonstrates continued attainment of the standards. According to 40 C.F.R. 93.109 of the Transportation Conformity Rule, criteria and procedures for determining conformity of transportation plans, programs and projects must satisfy different criteria depending on whether the state has submitted a state

implementation plan revision, and whether the U.S. Environmental Protection Agency has approved the revision.

On January 9, 2008, the EPA administrator signed an amendment to the conformity rule (referred to as the “final rule”) to implement the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The EPA final rule is located at 40 C.F.R. Part 93, Subpart A, and was issued on February 25, 2008. The most recent EPA revision to the final rule occurred on March 14, 2012 (77 F.R. 14979, effective April 13, 2012). To address revised standards and changes in conformity requirements, the EPA has made several amendments to the final rule in recent years. The Air Quality Control Commission Regulation No. 10, or Criteria for Analysis of Transportation Conformity, was adopted by the commission in 1998. It formally defines the process for determining conformity. The EPA approved Regulation No. 10 on September 21, 2001 (66 F.R. 48561), making it federally enforceable. Regulation No. 10 was updated and approved by the Air Quality Control Commission on December 15, 2011.

Ozone nonattainment area

Area boundaries and history

The EPA's process to determine the nonattainment area dates to 1997. Within the Denver region, there are three key planning organizations in the nonattainment area. Table 2 details the three organizations, their roles in the region and their geographic boundaries. Map 1 on page 10 depicts the boundary of all three organizations involved in this report's 8-hour ozone conformity determination.

DRCOG is within the nine-county Denver Metro/North Front Range Nonattainment Area for the 2008 and 2015 8-hour ozone NAAQS. The nonattainment area for the 2008 8-hour ozone NAAQS covers the full counties of Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas and Jefferson, and portions of Larimer and Weld counties. The EPA expanded the boundary of the Denver Metro/North Front Range Nonattainment Area for the 2015 8-hour ozone NAAQS to include the entirety of Weld County. Map 2 on page 16 displays the boundaries of the Denver Metro/North Front Range Nonattainment Area for both the 2008 and 2015 NAAQS and displays its two subareas, Northern and Southern. The boundary between the two subareas is the Boulder/Larimer county line, extended at the same latitude eastward through southern Weld County to the Morgan County line. DRCOG staff conduct conformity determinations for the Southern Subarea. North Front Range Metropolitan Planning Organization staff conduct conformity determinations for the Northern Subarea.

For long- and short-term planning, DRCOG's 2050 Metro Vision Regional Transportation Plan includes the entire DRCOG transportation planning region. The DRCOG Transportation Improvement Program covers the transportation management area, while the Colorado Department of Transportation and the Statewide Transportation Improvement Program cover the remaining portions of the region.

Table 2: Ozone nonattainment area planning organizations

Organization	Role	Boundaries
Denver Regional Council of Governments	Metropolitan planning organization and transportation planning region for the Denver transportation management area	The transportation management area includes four urbanized areas and the portions of Adams and Arapahoe counties west of Kiowa Creek, all of Boulder County except Rocky Mountain National Park, the City and County of Broomfield, the City and County of Denver, all of Douglas and Jefferson counties, and parts of southwestern Weld County. The transportation planning region includes the transportation management area plus the portions of Adams and Arapahoe counties east of Kiowa Creek, Clear Creek and Gilpin counties, and the Rocky Mountain National Park area of Boulder County.
North Front Range Metropolitan Planning Organization	Metropolitan planning organization for the North Front Range transportation management area	Includes 15 local governments in portions of Larimer and Weld counties
Upper Front Range Transportation Planning Region	Transportation planning region for north central Colorado	Comprises Larimer, Morgan and Weld counties, excluding the urbanized areas in Larimer and Weld counties

Map 1: Planning organizations in the Denver Metro/North Front Range 8-hour Ozone Nonattainment Area

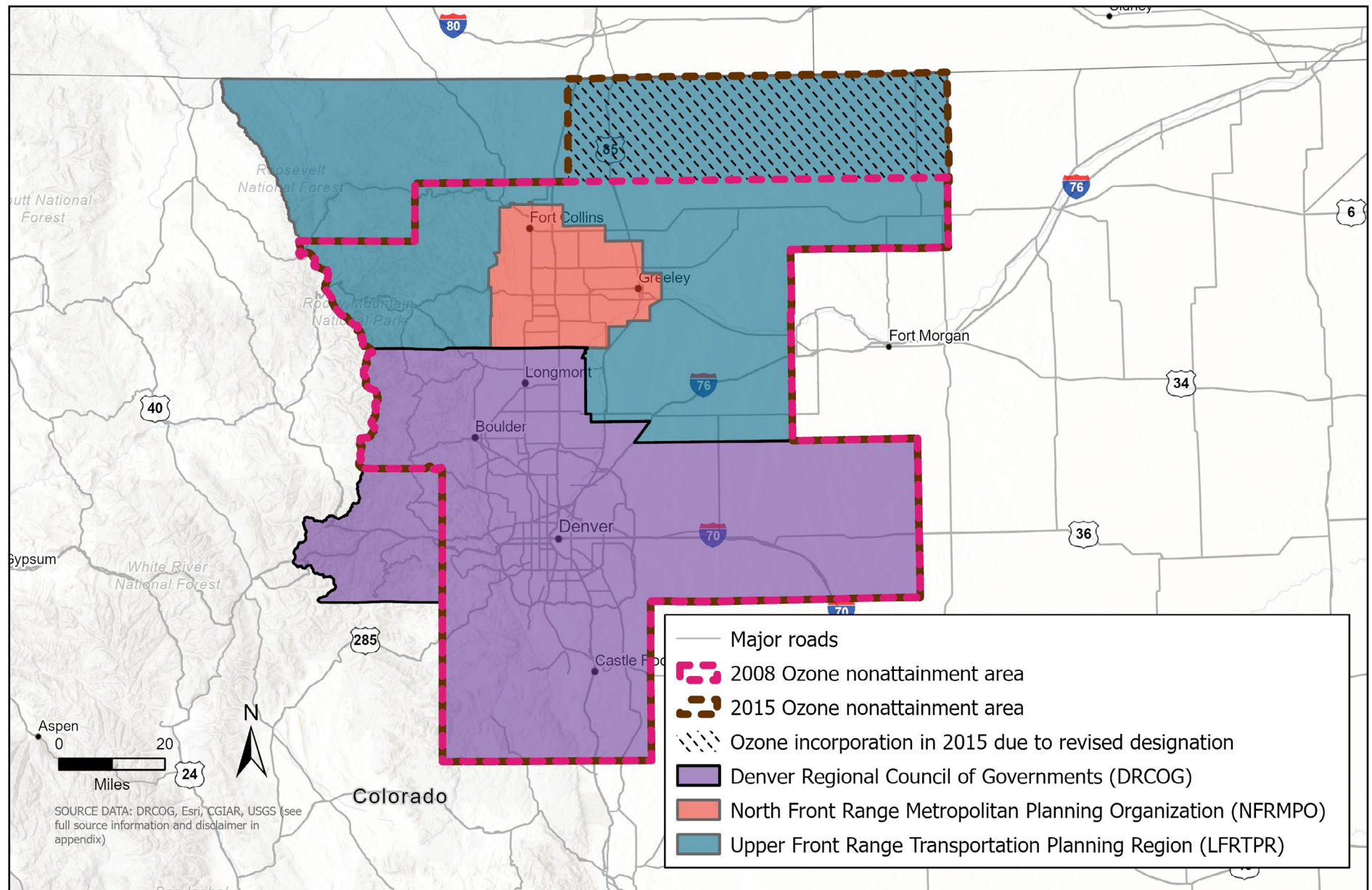


Table 3: History of the 8-hour ozone NAAQS in the Denver Metro/North Front Range Nonattainment Area

Date	Milestone	Comments
1997	EPA establishes the 8-hour ozone NAAQS of 80 parts per billion.	Due to litigation at the federal level, it takes the EPA until 2004 to designate the nonattainment area.
April 30, 2004	The EPA issues the Phase I ozone implementation rule and designates nine Denver Metro/North Front Range counties as a marginal nonattainment area for the 1997 8-hour ozone NAAQS.	The nonattainment area includes nine counties in the region: Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas and Jefferson, plus the southern portions of Larimer and Weld, effective June 15, 2004 (69 F.R. 23951).
March 27, 2008	The EPA lowers the NAAQS for ground-level ozone to 75 parts per billion and keeps the same nine counties as a marginal nonattainment area.	The new 2008 standard is 75 parts per billion; secondary standards are identical to the revised primary standard, effective May 27, 2008 (73 F.R. 16436).
May 21, 2012	The EPA designates the Denver Metro/North Front Range region as a marginal nonattainment area under the new standard.	None
Conclusion of the 2014 ozone season	The Denver Metro/North Front Range region fails to attain air quality standards based on the three-year average of ozone data from 2012 to 2014.	None

Table 3: History of the 8-hour ozone NAAQS in the Denver Metro/North Front Range Nonattainment Area (continued)

Date	Milestone	Comments
October 26, 2015	The EPA publishes the final rule revising 8-hour ozone NAAQS.	The new 2015 standard is 70 parts per billion; secondary standards are identical to the revised primary standard, effective December 28, 2015 (80 F.R. 65291).
May 4, 2016	The EPA reclassifies the region from a marginal to a moderate nonattainment area for the 2008 ozone NAAQS, extending the attainment year to 2017.	A Moderate State Implementation Plan is developed to demonstrate how the Denver Metro/North Front Range region will comply with the federal Clean Air Act.
May 2017	New motor vehicle emissions budgets are submitted to the EPA as part of the State Implementation Plan package for the 2008 ozone NAAQS.	None
June 4, 2018	The EPA publishes a final rule (effective August 3, 2018) designating the Denver Metro/North Front Range region as a marginal nonattainment area for the 2015 ozone NAAQS.	The same nine-county Denver Metro/North Front Range geography is used for the 2015 ozone NAAQS. Until new motor vehicle emissions budgets are approved and become effective, the Denver Metro/North Front Range nonattainment area demonstrates conformity to the 2015 ozone NAAQS by meeting the approved Moderate State Implementation Plan motor vehicle emissions budget tests for the 2008 NAAQS (40 C.F.R. 93.109I(2)(i)).

Table 3: History of the 8-hour ozone NAAQS in the Denver Metro/North Front Range Nonattainment Area (continued)

Date	Milestone	Comments
December 16, 2019	The EPA redesignates the nonattainment area to serious for the 2008 standard.	The Air Quality Control Commission adopts the Serious Area State Implementation Plan, including new motor vehicle emissions budgets, on December 18, 2020.
July 2020	The EPA expands the Denver Metro/ North Front Range Nonattainment Area to include the entirety of Weld County for the 2015 standard.	None
August 19, 2020	New motor vehicle emissions budgets are submitted to the EPA as part of the State Implementation Plan package for the 2008 ozone NAAQS serious classification.	None
April 14, 2022	The EPA redesignates the nonattainment area to moderate for the 2015 standard, with an anticipated effective date in fall 2022.	The EPA announces the proposed rule to reclassify the nonattainment area to moderate for the 2015 NAAQS, with an attainment year of 2023. A State Implementation Plan is currently under development for the 2015 ozone NAAQS. Until new motor vehicle emissions budgets are approved and become effective, the nonattainment area demonstrates conformity to the 2015 ozone NAAQS by meeting the approved Moderate State Implementation Plan budgets for the 2008 ozone NAAQS.

Table 3: History of the 8-hour ozone NAAQS in the Denver Metro/North Front Range Nonattainment Area (continued)

Date	Milestone	Comments
May 3, 2023	The EPA finds the 2020 motor vehicle emissions budgets adequate as part of the State Implementation Plan package for the 2008 NAAQS serious classification.	None

Memorandum of agreement

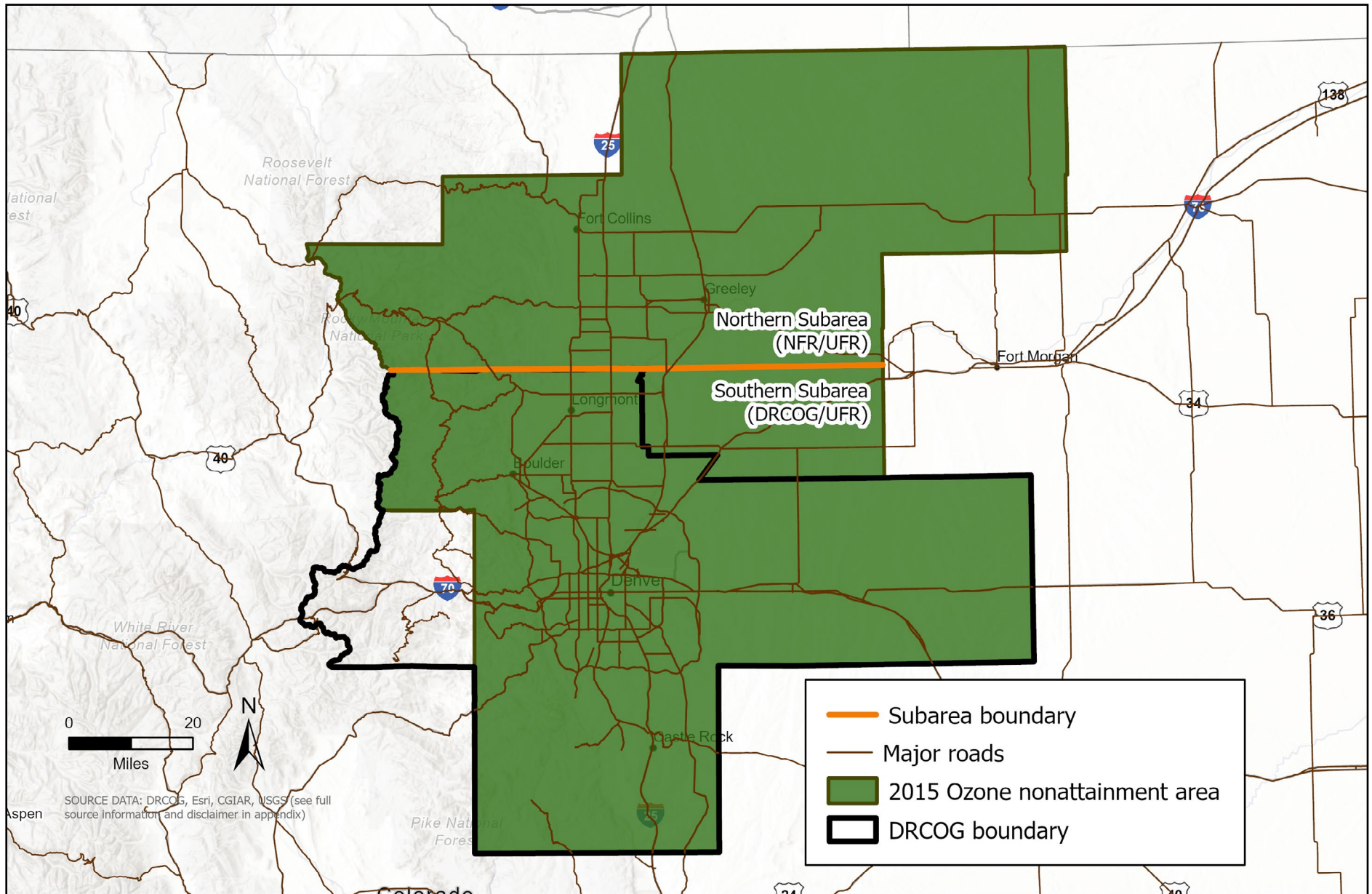
Federal transportation regulation 23 C.F.R. 450.314(b) states that “where a metropolitan planning area (MPA) does not include an entire nonattainment area, there shall be written agreement among the state department of transportation, state air quality agency, affected local agencies and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment area.”

A memorandum of agreement was signed in March 2008 by the Colorado Department of Public Health and Environment, CDOT, Regional Air Quality Council, Upper Front Range Transportation Planning Region, North Front Range Metropolitan Planning Organization and DRCOG. A new memorandum of agreement reflecting the updated Regulation No. 10 was signed in 2015 by the North Front Range Metropolitan Planning Organization, Colorado Department of Public Health and Environment, Regional Air Quality Council and DRCOG. It updated each agency’s specific roles and responsibilities in conformity evaluations and findings. The memorandum of agreement also includes courses of action to be pursued if a subarea exceeds an

emission budget. It superseded the November 1998 memorandums of agreement the Colorado Department of Public Health and Environment signed with DRCOG and the North Front Range Metropolitan Planning Organization. To review the memorandums of agreement for the transportation conformity evaluation conducted under the 8-hour ozone standard, please reach out to DRCOG staff.

The memorandum of agreement stipulates that DRCOG will make conformity determinations for the Southern Subarea of the 8-hour ozone nonattainment area, while the North Front Range Metropolitan Planning Organization will make the conformity determination for the Northern Subarea of the 8-hour ozone nonattainment area, with boundaries as illustrated in Map 2 on the following page. Both the North Front Range Metropolitan Planning Organization and DRCOG worked cooperatively with an Interagency Consultation Group (which includes representatives from the Federal Highway Administration, Federal Transit Administration, Regional Air Quality Council, North Front Range Metropolitan Planning Organization, Upper Front Range Transportation Planning Region, EPA, CDOT and the Air Pollution Control Division) to review the conformity documentation and planning assumptions. Per the memorandum of agreement, staff from each metropolitan planning organization send the travel demand model outputs to the Air Pollution Control Division of the Colorado Department of Public Health and Environment for generation of emissions estimates.

Map 2: Denver Metro/North Front Range Ozone Nonattainment Area and subareas



Motor vehicle emissions budgets

Motor vehicle emission budgets are established by the Regional Air Quality Council as part of a state implementation plan. The Regional Air Quality Council is the air quality planning agency for the Denver metropolitan area (Southern Subarea), the North Front Range metropolitan area (Northern Subarea), and the Upper Front Range Transportation Planning Region (Northern Subarea).

The 2008 memorandum of agreement calls for the establishment of overall area motor vehicle emissions budgets based on the entire 8-hour ozone nonattainment area and allows for the option of establishing subarea emissions budgets. The memorandum of agreement states that after the initial motor vehicle emissions budget-based conformity determination, DRCOG and the North Front Range Metropolitan Planning Organization may switch from using the total nonattainment area motor vehicle emissions budgets for joint determinations to using the subarea budgets for individual conformity determinations. If using subarea budgets, as is the current practice, both subareas must demonstrate conformity for their plans. If one subarea fails, the other subarea cannot adopt a new conformity determination until the failure is resolved.

To switch methods, DRCOG and the North Front Range Metropolitan Planning Organization must use the process as described in the Denver Metro/North Front Range Ozone State Implementation Plan. The motor vehicle emissions budgets for nitrogen oxides and volatile organic compounds went through the following process:

- Submitted to the EPA in 2009 as part of the State Implementation Plan for the 1997 Ozone NAAQS.
- EPA found the budgets adequate for transportation conformity purposes on March 4, 2010 (75 F.R. 9893), effective March 19, 2010.
- EPA subsequently approved the budgets in a final rule on August 5, 2011 (76 F.R. 47443), effective September 6, 2011.

DRCOG and the North Front Range Metropolitan Planning Organization used the 2011 budgets for subsequent transportation conformity determinations until 2017. The reclassification to a moderate nonattainment area in 2016 triggered additional planning requirements, including the requirement to submit updated motor vehicle emissions budgets for the 2017 attainment year. Following the same approach as under the 1997 ozone NAAQS, the Serious Area Ozone State Implementation Plan set new motor vehicle emissions budgets for the Northern and Southern subareas, as outlined in Table 4. The lower budgets were submitted to the EPA in August 2020 as part of the State Implementation Plan package for the 2008 ozone NAAQS. The EPA found the budgets adequate on May 3, 2023 (88 F.R. 29827), with an effective date of June 8, 2023.

Table 4: 8-hour ozone conformity by subarea budget

Nonattainment subarea	Volatile organic compounds	Nitrogen oxide
Northern Subarea budget (North Front Range Metropolitan Planning Organization and Upper Front Range Transportation Planning Region)	8.2 emission tons per day	9.7 emission tons per day
Southern Subarea budget (DRCOG and Upper Front Range Transportation Planning Region)	41.2 emission tons per day	45.0 emission tons per day
Total nonattainment area budget	49.4 emission tons per day	54.7 emission tons per day

Relevant planning efforts

DRCOG 2050 Metro Vision Regional Transportation Plan

DRCOG's Metro Vision plan is the long-range growth and development strategy for the Denver region. It integrates plans for growth and development, transportation, and environmental quality into a single comprehensive foundation for regional planning. Metro Vision calls for a balanced multimodal surface transportation system that includes rapid transit, a regional bus network, bicycle and pedestrian facilities, and improvements to the existing roadway system. One of Metro Vision's regional objectives is to improve air quality through local and regional initiatives that reduce ground-level ozone, greenhouse gas emissions and other air pollutants. Supporting objectives include:

- Increasing collaboration with local and regional partners on air quality initiatives.
- Increasing public awareness of air quality issues.
- Improving the fuel economy of the region's vehicle fleet.

The Regional Transportation Plan implements the transportation element of Metro Vision. The Regional Transportation Plan contains an unconstrained vision plan, outlining the region's total transportation needs, as well as a fiscally constrained element, which includes the projects that can be implemented given reasonably anticipated revenues through 2050. When the 2050 Metro Vision Regional Transportation Plan is referenced in this document, it refers to the fiscally constrained plan.

The 2026-2029 Transportation Improvement Program, or TIP, identifies transit, multimodal and roadway projects to be funded from fiscal years 2026 through 2029. Regionally significant projects funded in the TIP must first be identified in the Regional Transportation Plan. Regionally significant projects are listed starting on page 29

in Tables 8 through 16; since there are no new regionally significant projects since the last determination, a new determination is not required. The TIP will implement selected projects and strategies identified in the first staging periods of the Regional Transportation Plan.

DRCOG staff encouraged public participation throughout development of the 2050 Metro Vision Regional Transportation Plan and 2026-2029 TIP and continue to facilitate youth and civic engagement on a regular basis. Staff provided numerous public participation opportunities, including workshops, county forums, stakeholder meetings, surveys, interactive online forums, a Youth Advisory Panel and a Civic Advisory Group.

Upper Front Range Regional Transportation Plan

The Upper Front Range 2050 Regional Transportation Plan contains both a vision plan and a fiscally constrained plan. Short-range transportation projects in the plan are contained in the Statewide Transportation Improvement Program. There have been no regionally significant amendments to either document since the last determination.

Consistent with the process used for the memorandum of agreement, information about and summaries of DRCOG's public hearings were circulated within the Upper Front Range Transportation Planning Region, available through DRCOG's website and in the office. Additionally, members of the public were encouraged to provide input to their local elected officials and government staff who work closely with DRCOG.

Transportation control measures

For this conformity determination, there are no transportation control measures identified for timely completion or implementation as part of the applicable implementation plan. The 8-hour ozone State Implementation Plan that was adopted by the Air Quality Control Commission on December 18, 2020, did not include any transportation control measures.

Emissions test process and assumptions

Background and staging years

The Regional Transportation Plan and Transportation Improvement Program must pass a series of 8-hour ozone emissions tests to demonstrate conformity. The emissions tests relate to the two ozone precursors, nitrogen oxide and volatile organic compounds. The plan and program must meet the motor vehicle emissions budget in the applicable state implementation plan or plan submittal. To satisfy the tests, DRCOG staff must demonstrate that relevant emissions in future years are less than or equal to the emissions budget established in the state implementation plan.

In accordance with EPA regulations 40 C.F.R. 93.118, the Interagency Consultation Group agreed upon the following reporting years for this 8-hour ozone conformity determination:

- 2026
- 2030
- 2040
- 2050

Under the terms of the memorandum of agreement, DRCOG is responsible for the 8-hour ozone nonattainment area's Southern Subarea, while the North Front Range Metropolitan Planning Organization is responsible for the conformity determination for the 8-hour ozone nonattainment area's Northern Subarea, as detailed in Map 2.

Technical models

The technical process used to estimate future pollutant emission levels is based on the latest planning assumptions in effect at the time of this conformity determination. DRCOG staff derived the assumptions behind the analysis from the agency's most recent estimates of current and future population, employment, travel, and congestion. Staff updated information about vehicle miles traveled and operating speeds as part of this conformity finding process.

The memorandum of agreement stipulates that the emissions estimates are to be performed by the Air Pollution Control Division. The Air Pollution Control Division of the Colorado Department of Public Health and Environment estimates air pollution emissions using the EPA MOVES model. The conformity analysis for this 8-hour ozone conformity determination began in December 2023 when DRCOG transferred initial travel model output files to the Air Pollution Control Division to estimate emissions.

The DRCOG travel demand model covers the whole Southern Subarea. For more information on the modeling structure and recent enhancements to the DRCOG travel demand model or more information on the transportation and demographic assumptions used in this emissions analysis, please reach out to DRCOG staff.

Demographic assumptions

Growth in population and employment is the principal factor for the increased travel demand on the region’s transportation facilities and services. The population forecast for the Southern Subarea of the Denver Metro/North Front Range 8-hour Ozone Nonattainment Area in 2050 is 4,162,419. This is an increase of 25% over the 2023 estimated population of 3,329,729. The employment forecast for 2050 is 2,766,543, 23% higher than the 2023 estimate of 2,251,649.

Table 5 details the latest population and employment estimates for 2023, 2030, 2040 and 2050 for the Southern Subarea of the Denver Metro/North Front Range Nonattainment Area. Tables 6 and 7 list 2023 and 2050 population and employment estimates by each of the counties in the Southern Subarea.

Table 5: Population and employment estimates for the Southern Subarea of the Denver Metro/North Front Range Nonattainment Area

Year	Population	Employment
2023	3,329,729	2,251,649
2030	3,582,084	2,414,991
2040	3,932,726	2,625,743
2050	4,162,419	2,766,543

Source: State Demography Office, Colorado Department of Local Affairs

Table 6: 2023 and 2050 population estimates by county

County	2023 population	2050 population
Adams	519,394	726,550
Arapahoe	643,557	826,711
Boulder	319,147	356,962
Broomfield	78,707	124,083
Denver	711,606	882,255
Douglas	392,962	463,032
Jefferson	559,764	608,332
Southern Weld	104,592	174,494
Total DRCOG ozone modeling Southern Subarea	3,329,729	4,162,419

Source: State Demography Office, Colorado Department of Local Affairs. Weld County portioning applied by DRCOG staff.

Table 7: 2023 and 2050 employment estimates by county

County	2023 employment	2050 employment
Adams	299,517	396,116
Arapahoe	422,806	479,046
Boulder	254,930	318,575
Broomfield	51,131	74,052
Denver	669,808	819,466
Douglas	188,459	262,106
Jefferson	318,162	344,011
Southern Weld	44,813	71,121
Total DRCOG ozone modeling Southern Subarea	2,251,649	2,766,543

Source: State Demography Office, Colorado Department of Local Affairs. Weld County portioning applied by DRCOG staff.

Transportation network assumptions

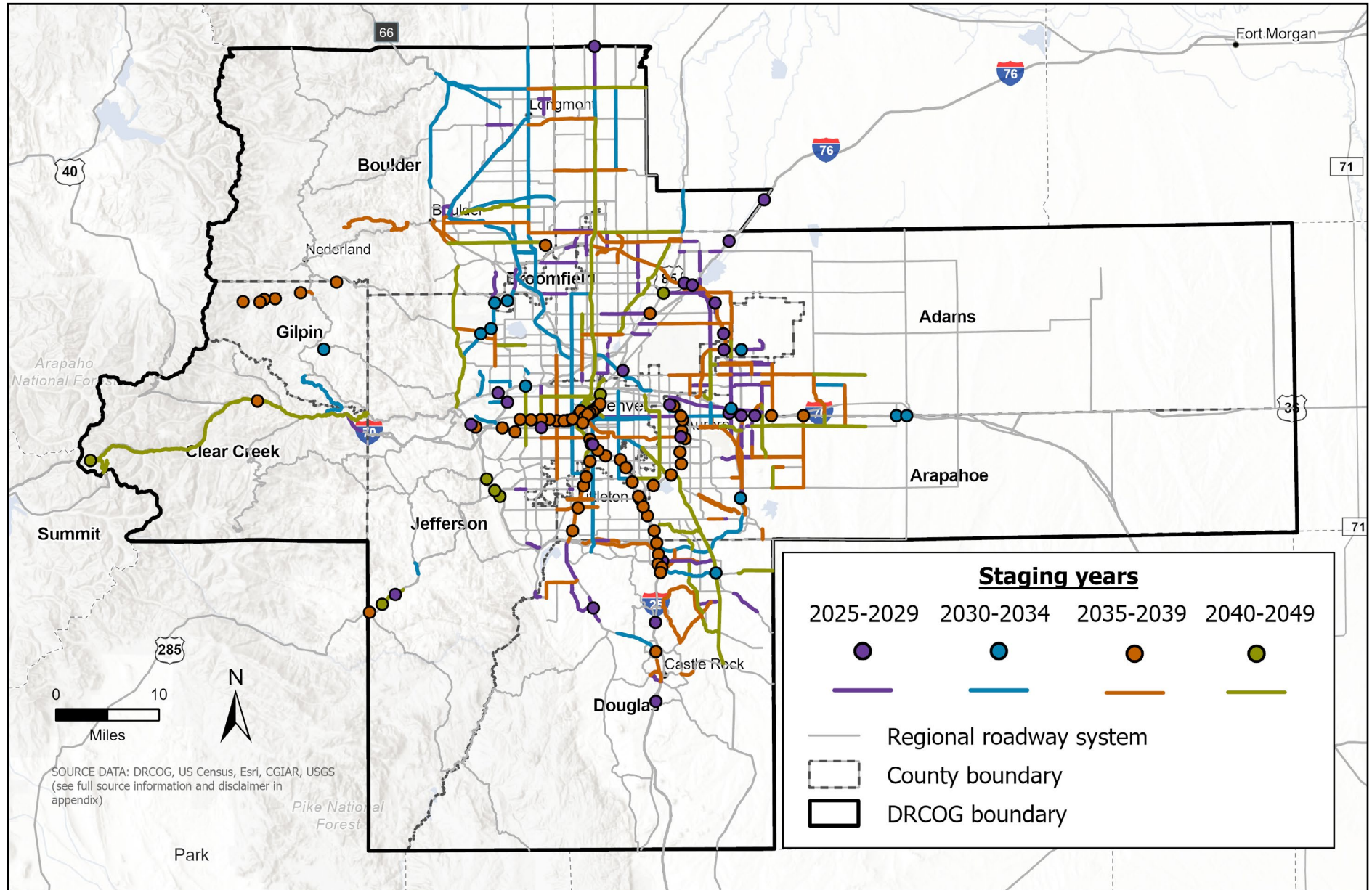
Denver Regional Council of Governments

Emissions tests were based on the 2023, 2030, 2040 and 2050 transportation networks and associated planning assumptions as defined in DRCOG's 2050 Metro Vision Regional Transportation Plan. The networks included financially constrained roadway and transit system improvements and resulting networks to be completed by the year 2050. The networks include both federally and locally funded projects. The Regional Transportation Plan and Transportation Improvement Program also include many other projects that will help to reduce emissions associated with ozone, such as:

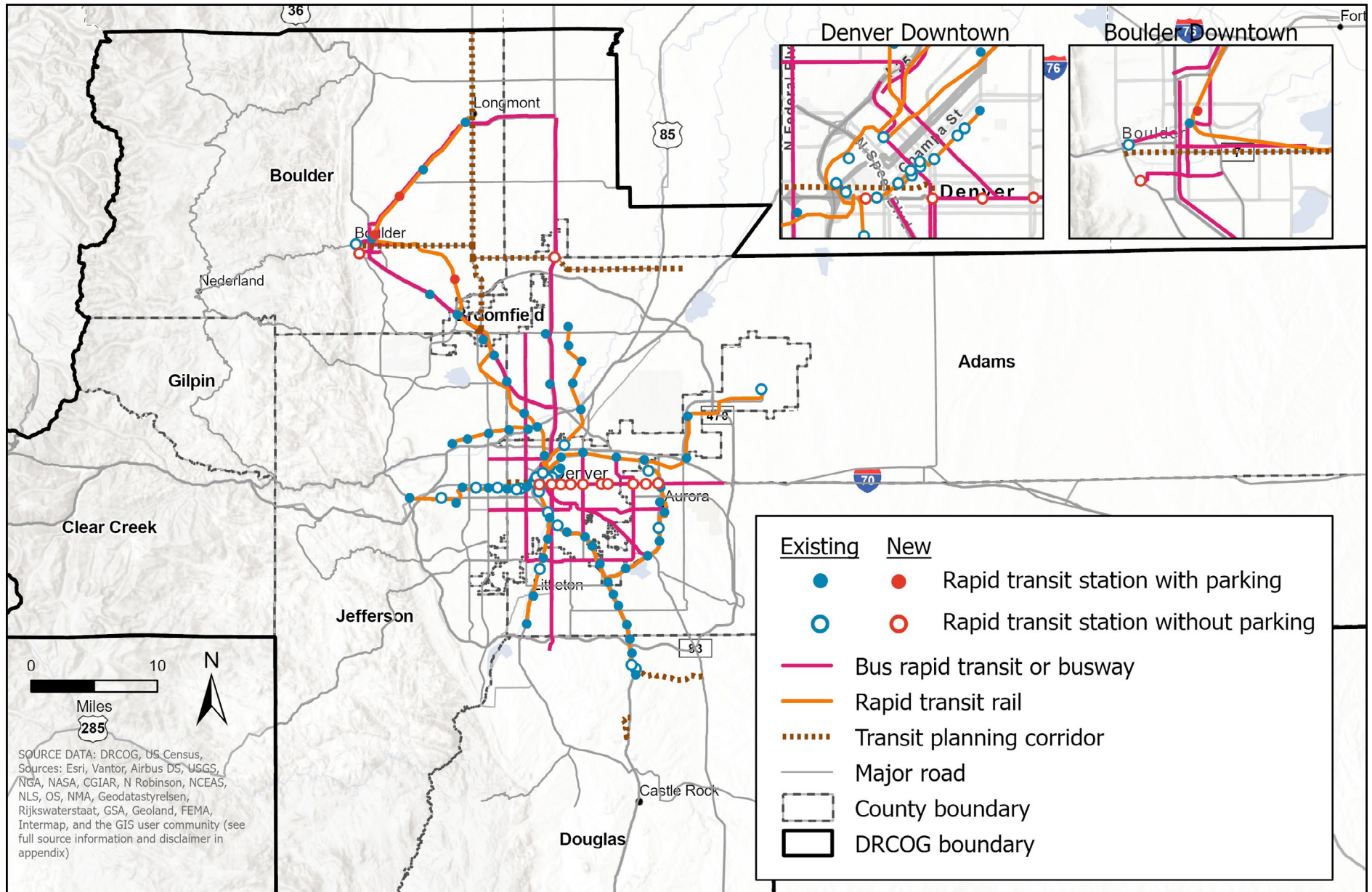
- Transit operating funds and bus purchases.
- Bicycle and pedestrian facilities.
- Transportation demand management programs.
- Intelligent transportation systems infrastructure.
- Traffic signal systems and coordination.
- Master plans for areas around transit stations and urban centers.

All roadway and rapid transit projects and staging years through 2050 are illustrated in the following maps.

Map 3: Fiscally constrained projects



Map 4: Fiscally constrained rapid transit network



The full project list is outlined in Tables 8 through 16.

Table 8: 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
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

Table 8: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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	Bellevue Avenue	Interchange reconstruction and pedestrian connections	Arapahoe	\$112,000,000	2040- 2050
I-25	Speer Boulevard and 23rd Avenue	Bridge replacements with safety and multimodal mobility improvements	Denver	\$150,000,000	2030- 2034

Table 8: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 8: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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 Street to Main Street (U.S. Route 287)	Widen from 2 to 4 lanes	Boulder	\$5,000,000	2030-2034
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

Table 8: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 8: CDOT-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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

Table 9: 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
County Line Road	Phillips Street to University Boulevard	Widen from 2 to 4 lanes	Douglas	\$9,500,000	2025- 2029

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
I-25	Meadows Parkway and Founders Pkwy	Interchange reconstruction	Douglas	\$50,000,000	2040-2050

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
Kipling Street	Kentucky Avenue to I-70 and West 48th Avenue	Multimodal corridor improvements	Jefferson	\$300,000,000	2040-2050

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
Smoky Hill Road	Buckley Road to Picadilly Street	Safety, operational, and multimodal corridor improvements and transit service	Arapahoe	\$60,000,000	2035-2039

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
Wadsworth Boulevard	16th Avenue to 35th Avenue	Multimodal corridor improvements	Jefferson	\$60,000,000	2040-2050

Table 9: DRCOG-administered multimodal capital projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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

Table 10: 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

Table 11: 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
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
Bellevue Avenue	C-470	Bicycle and pedestrian bridge	Arapahoe	\$9,500,000	2030-2034

Table 11: Active transportation projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 11: Active transportation projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 12: 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
Bellevue Avenue	Lowell Boulevard to Broadway	Intersection operational and safety improvements, multimodal improvements, trail connections	Arapahoe	\$61,730,000	2035-2039

Table 12: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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 12: 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

Table 12: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
Parker Road and Mainstreet	Intersection of Parker Road (State Highway 83) and Mainstreet	Intersection safety and operational improvements	Douglas	\$20,000,000	2030-2034
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

Table 12: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 12: Arterial safety, Regional Vision Zero and Complete Streets retrofits projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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

Table 13: 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
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

Table 13: Freight projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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

Table 14: 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
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

Table 14: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 14: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 14: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 14: Regional transit projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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

Table 15: 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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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	Chapparral Circle to Himalaya Street	Widen from 4 to 6 lanes	Arapahoe	\$16,600,000	2035-2039
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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
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

Table 15: Local government projects (continued)

Project name	Location or limits	Description	Counties	Project cost (2025 dollars)	Staging period
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 16: 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 16: 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 16: 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 widening	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 16: 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

Upper Front Range Transportation Planning Region

There were no regionally significant transportation improvement projects in the Upper Front Range Transportation Planning Region portion of the Southern Subarea, and no amendments are proposed for this cycle.

Other mobile source reduction strategies

Two categories of strategies to reduce regional emissions are funded and assumed to continue through 2050, but are not specifically analyzed in the future year transportation and air quality modeling.

- Transportation demand management programs such as DRCOG's Way to Go program, transit pass subsidies and other transportation demand management actions will help to reduce the amount of single-occupant-vehicle driving by the region's growing population. Such efforts will also take advantage of the increased number of pedestrian and bicycling facilities across the region.
- The DRCOG Regional Transportation Operations and Technology Program will implement projects that allow transportation systems to operate much more efficiently. The projects cover four key areas:
 - Traffic signal system equipment.
 - Traffic signal coordination and timing.
 - Transportation incident management and communications.
 - Intelligent transportation system technological improvements that cover a range of communications (vehicle and infrastructure), monitoring, public information and other projects.

Conclusion

Emissions test results

The results of the Denver Southern Subarea emissions tests by year are reported in Table 1, included in the executive summary and repeated in Table 17 on the following page. The emissions estimates were generated by Air Pollution Control Division using the transportation inputs from DRCOG's travel demand models and the EPA MOVES model. The 8-hour ozone conformity analysis was performed and is reported for the years 2023, 2030, 2040 and 2050, which meets the requirements for the staging years specified in 40 C.F.R. 93.118.

**Table 17: 8-hour ozone conformity modeling results
for the Denver Southern Subarea**

Year	Volatile organic compounds, emission tons per day	Nitrogen oxides, emission tons per day
2020 State Implementation Plan budgets (per the 2008 ozone standard)	41.2	45.0
2026 emissions	24.6	17.1
2030 emissions	20.2	12.9
2040 emissions	17.3	9.1
2050 emissions	18.8	9.8
Pass or fail?	Pass	Pass

Summary statement

DRCOG staff have assessed compliance with the applicable ozone conformity criteria requirements and affirm conformity. The test results do not indicate any failures in the reporting years of the program or plan that would lead to a finding of nonconformity for the 2020 Serious State Implementation Plan budgets (2008 and 2015 ozone standard). Based on the quantitative conformity analysis, DRCOG staff have determined conformity is demonstrated for the amended DRCOG 2050 Metro Vision Regional Transportation Plan, Upper Front Range 2045 Regional Transportation Plan, and the regionally significant projects funded in the DRCOG 2026-2029 Transportation Improvement Program and 2025-2028 Statewide Transportation Improvement Program within the Denver Southern Subarea associated with the 2008 and 2015 8-hour ozone standards.

To review additional changes in regionwide travel measures between 2023 and 2050 using forecasts from DRCOG's Focus transportation model, refer to Appendix G.