



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

June 5, 2025, from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Roll-call	Gary Beedy, STAC Chair
8:35-8:40	Approval of the May Meeting Minutes	Gary Beedy, STAC Chair
8:40-8:50	CDOT Update on Current Events (Informational Update)	Herman Stockinger, CDOT Deputy Director
8:50-9:00	Transportation Commission Report (Informational Update)	Holly Williams, STAC Vice Chair
9:00-9:35	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:35-9:50	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:50-10:00	Break	
10:00-10:20	Statewide Plan Update - Funding Sources Brief Overview and Public Engagement Update (Informational Item)	Darius Pakbaz, Director, Division of Transportation Development
10:20-10:40	End of Winter Maintenance Update (Informational Item)	Shawn E. Smith Director of Maintenance and Operations
10:40-11:00	Rest Area Update (Informational Item)	Hope Wright, Real Estate Asset Manager
11:00-11:15	MMOF Funding Update (Informational Item)	Darius Pakbaz, Director, Division of Transportation Development
11:15-11:30	Other Business <ul style="list-style-type: none">July STAC Meeting Rescheduling	Gary Beedy, STAC Chair

STAC Website: <https://www.codot.gov/programs/planning/planning-partners/stac.html>

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: May 1, 2025
8:30 a.m. - 11:30 a.m.

Attendance:

Denver Area: Jacob Riger
Central Front Range: Dwayne McFall and Leo Evans
Eastern: STAC Chair, Gary Beedy
Grand Valley: Dana Brosig
Gunnison Valley: Vince Rogalski and Michelle Haynes
Intermountain: Brian Pettit
North Front Range: Liz Heid, Becky Karasko, and Paul Sizemore
Northwest: Brian Cerkenik and Jennifer O'Hearon
Pikes Peak Area: Jared Verner, Danelle Miller, Lisa Gagnon, and John Liosatos
Pueblo Area: Eva Cosyleon and Wendy Pettit
San Luis Valley: Vern Heersink
South Central: Brian Blasi and Mitch Wardell
Southeast: Ron Cook, Stephanie Gonzalez
Southwest: Heather Alvarez, Sarah Hill, and Shak Powers
Upper Front Range: Tim Malone and Evan Pinkham
Southern Ute: None
Ute Mountain Ute: Brendan Adams
Federal Highway Administration: John Cater

STAC Priorities Discussion

- STAC overall transportation priorities were discussed briefly. Priorities noted include:
 - Lack of adequate funding
 - Safety concerns
 - Proper approach to balancing pedestrian and transit needs with road needs
 - Fixing/maintaining current roads and assets,
 - Planning for freight movement
 - How to address roadway capacity needs

Welcome and Introductions - Gary Beedy, STAC Chair

The meeting commenced at approximately 8:30 am.

Public Comment (3 minutes allotted per speaker, 45 minutes in total) **- Gary Beedy, STAC Chair**

- None.

Approval of the April Meeting Minutes - Gary Beedy, STAC Chair

- Chair Beedy requested a motion to approve the April STAC meeting minutes.

STAC Action: STAC members approved the April meeting minutes following a motion for approval.

Transportation Commission Report - Gary Beedy, STAC Chair

- Shorter meeting occurred in April, as the meeting experienced some technical issues, but main topics included the mobility systems committee with Bustang family of service updates on service and ridership, Safe Routes to School awards, and the Bridge and Tunnel Enterprise (BTE) routine maintenance projects.

STAC Representatives and Federal Planning Partner Reports

- **Central Front Range:** Conducted the fourth planning meeting, reviewed and commented on their draft Regional Transportation Plan, put off the Multimodal Transportation Mitigation Options Fund (MMOF) awards until final budget numbers are released.
- **Eastern:** I-70 is receiving some resurfacing out by the Kansas border, as well as a bridge project. The TPR is reviewing their ten year plan projects currently and looking at where to allocate dollars. Feeling a little bit behind other regions in terms of their long range plan's progress.
- **Pikes Peak:** Adopted their long range plan earlier in the year, now looking at their five year planning cycle and the projects to be included in that plan. The PPACG Board adopted the new boundary update. Had their UPWP mid-year review..
- **Intermountain:** The Regional Transportation Planning process is going well, as they started comparatively early so feeling a little ahead of the game, and synchronized in priorities. Currently making final changes with formal adoption expected soon. Experienced issues with the MMOF program funding decrease, but the awarded entities were able to relinquish the necessary funding.
- **San Luis Valley:** The Regional Transportation Planning process going well, will be meeting soon to score MMOF applications.
- **Southwest:** Cranking along on the planning process, also should be completed soon.
- **Pueblo:** Currently figuring out priorities and working with the CDOT Region 2 office. Should have something solidified by June.
- **DRCOG:** Board of Directors awarded \$5 million in grants for older adults and those with disabilities. Recently adopted an updated TIP to align it with the Statewide timeline.
- **Gunnison Valley:** Will conduct their planning meeting #4 next Thursday, and the TPR has approved the high priority projects to move forward. Conducted the MMOF call for projects, and approved three projects but are still not sure about the actual funding available to allocate. Having difficulties with some of the roads due to seasonal sinking and heaving.
- **South Central:** Voted to change the scope of work on an MMOF contract, and making progress on the Regional Transportation Plan.

- **Northwest:** Passed the 2050 long range plan priority projects list and continued with their existing implementation funding plan, with majority of funding going to CO 40. Formed an MMOF selection committee, which met and put together a schedule and conducted a call for projects.
- **Upper Front Range:** finalized future projects list and will be receiving the draft shortly for review.
- **Grand Valley:** Adopted their long range plan on Monday. Received three new busses and are working on their new maintenance facility. Received the Ozone System Transit grant for initial funding of the pilot project, and looking to the MMOF funding but may have to amend that due to the funding shortfall. Held a motorcycle safety event last month. Would like to understand their options to obtain some promotional material for the Telephone Town Hall to share with their community members.
- **North Front Range:** — Will be adopting the budget and confirming their priority projects for their Regional Transportation Plan at their meeting tonight, as the final list will be presented at their meeting tonight. Paul Sizemore will be leaving the NFRMPO Executive Director position.
- **Southeast:** Projects are gearing up around the region and some are now closing, Their regional transit program has reached one year of operation, and while there was a slow start, the ridership has picked up nicely. Looking to replace busses. Currently reviewing the draft Region Transportation Plan, and the TPR is pretty happy with the report but expecting some comments.
- **Southern Ute:** None
- **Mountain Ute:** Looking at transportation facility assets right now.
- **Federal Highway Administration:** In the midst of a restructuring staff and procedures, things are changing but final guidance is forthcoming.

Legislative Report (Informational Update) - Emily Haddaway and Jamie Grim, CDOT Office of Policy and Government Relations

General Legislative Update

- The state is less than a week away from the end of the session, the next few days will be a big push.

State Legislative Update

- Big development on HB1303 (collision prevention enterprise), which had passed the house easily but faced difficulty in the Senate and has been postponed indefinitely
- SB30 (mode choice) has passed the Senate and is now in the House with its final reading today.
- HB1292 (transmission lines) is out of the House and will be up in the Senate
- SB69 (tire chain permitting) has passed both chambers and will be signed into law in the next 30 days.
- HB1122 (autonomous commercial vehicles) has passed the house and is moving through the senate, some concerns regarding the existing regulatory structure and the testing of new technologies.

- SC320 has been put onto the senate consent calendar and would accelerate the fee schedule of the fuels impact enterprise, from 5 cents per gallon to 7 cents per gallon.

Federal Legislative Update

- Beginning Federal reauthorization process for the 2026 iteration of the IIJA. The Highway trust fund has been requiring general fund transfers for a while, and the Committee Chair proposed to put a \$200/yr fee on EVs and \$100/yr fee on hybrids to generate \$50 billion over the next ten years to increase funding for the Highway trust fund.

FY2026- 2029 Statewide Transportation Improvement Program (STIP) Adoption (Action Item) - Darius Pakbaz and Jamie Collins, DTD

- The STIP project tracker is still being beta tested, and should be up and running by July 1st.

STAC Action: The STAC motioned to advise the TC to recommend STIP approval to the Transportation Commission, which passed unanimously.

Multimodal Transportation and Mitigation Options Fund (MMOF) Program Update (Informational Update) - Darius Pakbaz and Michael Snow, DTD

- Numbers for the final budget allocations and the budget reductions have been finalized,
- Factors affecting FY2020-2025 TPR/MPO allocations include FY26 State Budget reductions, reconciled revenues.
- Statewide, MMOF is over programmed by \$6 million. Some TPRs/MPOs will have more overprogrammed funds than others depending on their past awards.

Discussion

- John Liosatos of PPACG asked whether the MMOF program is protected from Tax Payer Bill of Rights (TABOR) cuts like an enterprise is. Since MMOF is not an enterprise it is subject to TABOR.
- Dana Brosig of GVMPO noted that MMOF was a big part of the strategy to meet targets set in the greenhouse gas reduction roadmap, so it seemed unreasonable to keep the same targets while cutting funds. Brosig also noted the many hurdles that exist in executing transit projects made it difficult to quickly spend the MMOF funding.
- Jeff Sudmeier, CDOT Chief Financial Officers noted that the budget cuts have affected the Asset Management and 10-Year Plan budget, so it will not be likely that CDOT is able to backfill funds into the MMOF funds.
- Eva Cosyleon of PACOG noted that the state funds do not have a spending deadline which discourages project managers from quickly completing projects. There should be some sort of spending deadline to incentivize quicker project completion.
 - Michael Snow, MMOF Program Manager, explained that the TPRs are responsible for selecting projects and that includes identifying risks such as slow project completion/spending of funds, and that all funds will be taken back using the current distribution formula regardless of the formula used to distribute the funds initially.

- Other questions were raised by the MPOs in terms of how reduced MMOF dollars will be addressed under various scenarios such as:
 - Will other MPOs/TPRs be cutting into existing MPO MMPF allocations if they are shovel ready before other projects? The response was that the spending will still have to follow the distribution formula, but shovel ready projects will get their funding first.
 - Will CDOT directly inform project managers whether their funding is cut? The answer was the process for notification is still being worked out.
 - What happens when there is a project that has expended funds and is in construction, but those funds are overprogrammed? The response was that this is the worst case scenario, where the awardee will have to balance reductions from multiple projects.
 - If local agencies have been awarded FY25/26 funds should they halt the project? It was recommended that projects that are shovel ready are generally the priorities. CDOT is hoping to keep projects moving that are underway, and will continue contracting.
- As MMOF projects are moving forward, CDOT will check in with TPRs to see whether these projects are priorities.
 - How will DTR help with moving projects along in a timely manner? The response was that there were some issues with moving along the queue of transit projects due to staff turnover and staff shortage. Most of those issues have been resolved in DTR, so we are not expecting large delays on the CDOT side.
- An aside request for updates on the Carbon Reduction Program was mentioned.

Revitalizing Main Streets (RMS) Program Update (Informational Update) - Darius Pakbaz and Neysa Bermingham, DTD

- The RMS program's future transfers from the General Fund have been cancelled which eliminates all of the future funding for the RMS program. Any projects that have received awards will not be affected. The final call for projects ended on April 30th.

Discussion

- No discussion.

Freight Program Update, including Fuels Impact Enterprise Information (Informational Update) - Darius Pakbaz and Craig Hurst, DTD

- SB 23-80 established the Fuel Impact Enterprise which serves to improve the Transportation of Fuel and Monitor Vehicle Emissions. \$10 Million goes directly to 5 local governments to distribute the funds for the improvement of hazardous mitigation corridors
- The fund recipients are: Adams County, City of Aurora, El Paso County, Mesa County and Otero County. \$5 Million goes to the enterprise board to award funds to freight projects.

Policy Directive 1905 "Risk and Resilience Program" and Policy Directive 1606 Update - Darius Pakbaz and William Johnson, DTD

- The PD 1905 and PD 1606 documents underwent minor revisions in order to clean up text, comply with accessibility requirements, and to update staff contacts.

STAC Action

- The STAC members voted on recommending to the Transportation Commission approval of the proposed PD revisions and they passed unanimously.

Next STAC Meeting

- Next STAC meeting is to be determined as the normal scheduled date falls on July 3, 2025 just before the 4th of July holiday.
- If anything does come up related to STAC in between meetings, including the 2050 SWP TC Subcommittee updates, they will be communicated to the STAC members via email.
- Chair Beedy's email is garybeedy@gmail.com if there is anything that arises that needs consideration by the STAC membership.

Transportation Commission (TC) Notes

May 14 - 15, 2025, 1:00 p.m.

Workshops & Board Meeting

12:30 pm - 5:00 pm

Attendance:

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Shelley Cook, Barbara Bowman, Rick Ridder, Hannah Parsons, Todd Masters, Cecil Gutierrez, Karen Stuart and Yessica Holguin. Commissioner Mark Garcia was excused.

Joint Workshop with TC, CTIO and CTE - Update from the Front Range Passenger Rail District - Chris Nevitt and Chrissy Breit

Purpose and Action: To receive a progress report from the Front Range Passenger Rail District (FRPRD), and an update on a “Joint Service” Intergovernmental Agreement (IGA) between CDOT, the Clean Transit Enterprise (CTE), the Colorado Transportation Investment Office (CTIO), the Regional Transportation District (RTD), the FRPRD, and the Governor’s Office. No action is requested for May. As the representatives of each principal agency complete work on an IGA over the next several weeks, it is anticipated that the TC, CTE, CTIO and FRPRD will bring the IGA to their boards for a vote to approve the IGA in June, with RTD expected to follow suit with their board in July.

Discussion:

- Commissioner Ridder: To what extent is NFRPR integrating the planning with RTD in order to increase connectivity? Breit: The initial FRPR study conducted in 2020 was performed to identify opportunities for connectivity with current transit providers. The ongoing collaboration with transit agencies is helping inform the planning process to ensure local connectivity is established.
- Commissioner Ridder: How is affordable housing integrated into planning? Nevitt: There has not been proactive planning regarding identifying existing and potential affordable housing opportunities.
- Commissioner Adams: What funding is currently approved for NFRPR and what funding needs to take place to complete this project? Breit: The service development plan being completed this year will outline the necessary funding and showcase the feasibility of the project. This plan will make the project competitive for federal funding opportunities. Current funding approvals have only been for planning and development. NFRPR will rely on new opportunities from the state legislature, will seek out federal funding and will ultimately support a state ballot measure to enact new fees to fund the project construction and maintenance operations. The projected

operating costs for Pueblo to Fort Collins is \$3.2 Billion. Ideally, state funds will cover some of these costs before a ballot measure is proposed.

- Commissioner Holguin: How will the current uncertainty regarding federal funding impact NFRPR? Breit: Given the uncertainty, we will be working closely with federal partners to identify funding opportunities and seek them out when available. Nevitt: NFRPR is doing everything possible to be shovel ready to be eligible for federal funding. Once NFRPR has NEPA approval, a Service Development Plan and a Joint Service Plan, the project will be competitive for funding.

2. Joint Workshop with TC, CTIO and CTE - Workshop on Draft Joint Service Intergovernmental Agreement (IGA) - Dianne Barrett and Lisa Kaufmann

Purpose and Action: To receive information on the Joint Service Intergovernmental Agreement. The Joint Service IGA will serve as the agreement between the NFRPR District local agencies and local governments. NFRPR seeks to create as efficient a rail system as possible by effectively coordinating with local partners. NFRPR is seeking adoption of the Joint Service IGA by July.

Discussion:

- Commissioner Ridder: How are the different IGA members weighted in terms of voting power? Barrett: The voting weighting is based on the financial contribution of the members.
- Commissioner Gutierrez: Will all of the rail upgrades be paid for by NFRPR or will some be paid by BNSF? Kaufman: BNSF will not be paying for upgrades needed specifically for passenger rail.
- Commissioner Cook: I am hopeful that the collaboration with RTD is successful. Kaufmann: RTD has great expertise in joint service and has been a great partner in the development of NFRPR.
- Commissioner Holguin: How will the financial contribution of each member government be determined? Kaufmann: Our finance plan will be dependent on finalized cost estimates. We have already determined that the revenues needed through the IGA will be practical for member governments. One reason for the high cost estimate is the lack of Positive Train Control (PTC). The costs of PTC will be included in the finance plan.
- Commissioner Adams: Why isn't Positive Train Control an existing state requirement for freight? Kaufmann: PTC is federally preempted. The railway needs to meet a certain volume of freight to require PTC. However, PTC is required for any passenger rail.
- Commissioner Hart: As a citizen, Hart applauded the NFRPR team on their accomplishments in this very complex project.

3. BTE Series 2025 Bond Transaction Update and Budget Workshop - Patrick Holinda

Purpose and Action: This workshop is intended to provide the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) an informational briefing on the pricing outcome from the recent Series 2025A BTE Infrastructure Revenue Bond transaction, an overview of BTE budget actions that are required as a result of the transaction, and details regarding a BTE budget supplement request from Region 1 for the I-70 East Bridges Rehabilitation Project. Staff will request Board approval of Proposed Resolution #BTE2, the second budget amendment to the Fiscal Year 2024-25 BTE Budget Allocation Plan and Proposed Resolution #BTE3, the seventh supplement to the Fiscal Year 2024-25 BTE budget at the May 15, 2025 Board meeting.

Discussion:

- No comments

4. Fuel Impact Enterprise Update - Paving Projects Presentation - Craig Hurst

Purpose and Action: This workshop provided a summary of the staff recommended project funding opportunities as well as the staff recommendation to adopt Policy Directive 703.0. The requested action is a vote on proposed resolutions pertaining to project funding and the decision to adopt PD703 for the enterprise.

Discussion:

- Commissioner Adams: What is hydrodemolition? Stefanik: It is a concrete removal process using high pressure water to demolish the concrete.
- Commissioner Ridder: Is there a specific allocation of where Region 3 and Region 2 would put the freight funds? Hurst: Region 2 and Region 3 have strong asset management plans and it would be left to the Regions to make the best decisions for this funding.

5. Mobility Committee: Mountain Rail Update - Paul DesRocher and Maux Sullivan

Purpose and Action: To provide an overview of the Mountain Rail Work Program. No action requested - informational only.

Discussion:

- Commissioner Adams: What are the issues with passenger rail through Moffat Tunnel? Sullivan: There is no ventilation in the tunnel so it is necessary to space the timing of trains out so the tunnel can vent. If the frequency of trains increases, it will be required to add a ventilation system.

- Commissioner Gutierrez: As someone who grew up with passenger rail, Gutierrez is excited to see this project come to fruition. It is disappointing that this project did not happen sooner, but Commissioner Gutierrez is very excited about it.
- Commissioner Ridder: What is the timeline for completion of the section between Granby and Oak Creek? Sullivan: Once the costs are identified, the service development plan will outline funding and phasing.

Transportation Commission Regular Meeting

Call to Order, Roll Call

Ten Transportation Commissioners were present: Chair: Terry Hart, Vice Chair: Eula Adams, Shelley Cook, Barbara Bowman, Rick Ridder, Hannah Parsons, Todd Masters, Cecil Gutierrez, Karen Stuart and Yessica Holguin. Commissioner Mark Garcia was excused.

Public Comments

- None

Comments of the Chair and Commissioners

- Commissioner Cook expressed appreciation for the memorial service for CDOT employees who lost their lives while on duty, specifically in relation to honoring the service of Nathan Jones and Trent Umberger who lost their lives while on duty last year. Cook attended the downtown signing ceremony for Moffat Tunnel. The Telephone Town Hall is coming up on May 21 for her District.
- Commissioner Masters commended the hard work that goes into the 10-Year Plan, and the Commissioner is certain there will be strong results. Masters cautioned to be aware of motor cycles, and asked graduating students to drive responsibly. Masters asked drivers to put the phone down, drive sober and respect emergency vehicles.
- Commissioner Gutierrez enjoyed participating in the Telephone Town Hall for his district. Most comments were focused on the east and west corridors. Gutierrez recognized Region 4 staff for their team, in particular Heather Paddock. Gutierrez also recognized Commissioner Stuart for her fantastic leadership and service on the Transportation Commission and on the board of the Colorado Transportation Investment Office.
- Commission Vice Chair Adams announced that he is not standing for re-appointment to the TC. Adams thanked CDOT staff for their support during his tenure. Adams asked Coloradans to drive responsibly.
- Commission Chair Hart thanked and recognized the departing TC members including Commissioners Adams, Stuart and Garcia. Hart enjoyed the passenger rail conversations that occurred this month. Hart noted some recently finished projects in his district including the painting of I-25 along Pueblo. He also noted a new interchange project at US 50 and I-25. Hart's Telephone Town Hall created great dialogue with the public, and he commended RTD Ferguson for his teamwork during this event.
- Comments from the other Commissioners (Bowman, Parsons, Holguin, Ridder) were similar in nature and covered expressions of gratitude and recognition to the

Commissioners leaving the Commission after July 1, 2025, appreciation for CDOT staff, comments on the Telephone Town Halls, and safety reminders, along with their attendance at various transportation planning meetings throughout their districts.

- Commissioner Stuart expressed parting words of gratitude to the other Commissioners and to CDOT staff, and enjoyed her years of service on the TC.

Executive Director's Management Report - Sally Chafee (Acting Executive Director)

- CDOT hosted remembrance days to honor the lives lost of CDOT staff while on duty including Nathan Jones and Trent Umberger.
- In Region 1, the Floyd Hill phase four grant was finalized.
- Congressman Hurd attended the Eisenhower Johnson Memorial Tunnel (EJMT) event and had a very productive conversation with CDOT staff.
- Each year the governor's office hosts a lunch to honor staff from each agency. This year John David Sage was recognized for his excellent career and work at CDOT.
- Chafee thanked Adams, Stuart and Garcia for their service on the Transportation Commission and for the positive contributions they have made to the state of Colorado.

Chief Engineer's Report - Keith Stefanik

- The Colorado Strategic Highway Safety plan was assembled and is soon to be adopted.
- The automated speed enforcement program has made significant progress with a contract executed to have equipment out at Highway 119 in June.
- The Bridge and Tunnel Enterprise (BTE) bond transaction was a very important milestone.
- We continue to work on the Capital Improvement and there has been great progress made.

Colorado Transportation Investment Office (CTIO) Director's Report - Piper Darlington

- There were great accomplishments made in the expansion of the ski train service to winter park. There are now more trains running with higher capacity, higher ridership and the ticket price was reduced by 50%. Many individuals are now utilizing the train as transit outside of skiing activities.
- CTIO has rolled out a new text message alert system for the mountain express lanes.
- Commissioner Cook: Noted the high use of the ski train for commuter transit.

Legislative Update - Emily Haddaway

- SB 25-257: reduces the General Fund transfers to the Department's State Highway fund by \$69 million in FY26 and \$49.5 million in FY 27. The transfers are increased in FY30-33. The bill also eliminates the General Fund transfers to the Revitalizing Main Streets program.

- SB 25-258: Temporarily reduces the Road Safety Surcharge fee by \$3.70 across all weight classes for 24 months, resulting in a \$44 million reduction over two years. This will impact the amount of money available in the FASTER safety and asset management programs.
- SB 25-264: The legislation sweeps a variety of cash funds across agencies and transfers funding to the general fund. This reduces \$71.8 million from the Multimodal Options Fund.
- SB 25-069: Creates a permit issued by CDOT to authorize the holder to install or remove tire chains at a location designated in the permit.
- HB 25-1039: Requires all commercial vehicles to have a muffler.
- SB 25-30: Requires CDOT in coordination with local governments and transit agencies to create a transit and active transportation project inventory that identifies gaps in multimodal infrastructure.
- SB 25-161: The bill updates the operations of the Regional Transportation District and creates an RTD Accountability Committee. The bill also requires the Transportation Commission to develop best practices for creating regional transportation authorities.
- HB 25-1292: The bill allows high voltage transmission lines to be co-located longitudinally within CDOT right-of-way when certain circumstances are met.
- HB 25-1228: changes the definition of best value for design-build projects to include additional considerations like sustainability and resiliency.
- HB 25-1313: encompasses a variety of changes to the Capital Development Committee's governing statute. The Transportation Commission will no longer need to submit annual requests to the CDC.
- HB 25-1122: prohibits using an automated driving system to drive a commercial motor vehicle unless an individual who holds a commercial driver's license is in the vehicle. CDOT was in opposition to the bill due to the implications for CDOT's autonomous attenuator trucks.
- There were also multiple memorial highways that were adopted.
- Commissioner Adams: What does HB 25-1122 allow that people cannot currently do. Haddaway: The Bill only applies to autonomous Commercial Motor Vehicles (CMVs).

Statewide Transportation Advisory Committee (STAC) Report -Holly Williams, STAC Vice Chair

- The Coalition for Cyclists requested that the Statewide Transportation Improvement Program (STIP) shows better coordination between state plans. There is a new STIP software.
- STAC approved the recommendation of the FY 26 - FY 29 STIP and revisions to Resilience PD 1905 and PD 1606.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 16, 2025 - Herman Stockinger

- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Devolution of SH 291 to the Town of Salida - Julie Constan
- Proposed Resolution #4: Disposal Parcels RW-21-EX - US50, Howard, Fremont County - Shane Ferguson
- Proposed Resolution #5: Update Policy Directive 1606.0, Maintaining Linear Referencing System - Erik Sabina
- Proposed Resolution #6: Update Policy Directive 1905.0, Building Resilience into Transportation Infrastructure and Operations - William Johnson

A motion by Commissioner Adams was raised to approve, and seconded by a Commissioner and passed unanimously.

Discuss and Act on Proposed Resolution #7: Adoption of the FY 2026 - 2029 STIP - Jamie Collins

A motion by a Commissioner was raised to approve, and seconded by Commissioner Adams, and passed unanimously.

Discuss and Act on Proposed Resolution #5: 8th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas

A motion by a Commissioner was raised to approve, and seconded by Commissioner Holguin, and passed unanimously.

Recognition: 2024 Environmental Awards

- The best Innovative Environmental Process award was given to “Using a Climate-Informed Science Approach to Fight Nature’s Inflation on Highway Assets”
 - Main Team Members Involved: CDOT: Annika Cortright, Kaori Keyser, Kendall Hewins; Michael Baker Int’l: Geoff Uhlemann; and Colorado Water Conservation Board (CWCB): Kevin Houck
- The Environmental Support by Maintenance award was given to a Deicer Leak/Spill Catcher Containment, Preventing Environmental Hazards
 - Main Team Members Involved: Region 2 Maintenance: James Buford (LTC Ops I), Aaron Adame (TM III), Danny Stithem (TM I), Matt Morgan (Equip Op I), and Steve Medina (TM I)
- The Special Environmental Contributor award was given to Barbara Stocklin-Steely for her great work as a Senior Historian
 - Barbara Stocklin-Steely, Senior Historian (Retired), Region 1
- TheBest Environmental Project Award was given to the Region 2 Bridge Bundle Project
 - Main Team Members Involved: CDOT R2 South Program: Jennifer Sparks, Scott Dalton, Patrick Vigil, Cynthia Bailey; CDOT EPB: Jeff Peterson, Becky Pierce, Lauren Cooper, Lisa Schoch, Greg Wolff; CDOT R2 Environmental: Shannon Ford,

Cameron Olvey, Gabriel Cosyleon; Pinyon: Jillian Mauer, Alex Parr; ERO: Nicole Den Herder; Wilson&Co: Dave Poling; CapitalTezak JV:, Andrew Owenby

Adjournment

The meeting was adjourned at approximately 10:15 am.

The next Transportation Commission meetings, workshops and regular meeting will be held on June 19th and 20th.

Fuel Impact Enterprise Board of Directors Meeting

The purpose of this meeting was to have the FIE Board adopt two resolutions pertaining to FIE policy.

Discuss and Act on Proposed Resolution #FIE2: 2nd Budget Supplement to FY 2024-25 - Craig Hurst

A motion by Commissioner moved was raised to approve, and seconded by another Commissioner and passed unanimously.

- A typo was noticed in the 4th whereas per a Commissioner comment.

Discuss and Act on Proposed Resolution #FIE3: Adoption of PD 703.0 as the FIE Board's Fiscal and Policy - Erik Sabina and Craig Hurst

A motion by Commissioner motioned to approve, and seconded by a Commissioner, and passed unanimously.



COLORADO
Department of Transportation

2025 Transportation Budget Overview

June 5th, 2025



Transportation Funding Bills



SB 25-257: Modify General Fund Transfers to State Highway Fund

Sponsors: Rep. Shannon Bird, Rep. Rick Taggart, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation reduces General Fund transfers to the Department's State Highway Fund authorized under SB 21-260. This includes reducing CDOT's General Fund transfers by \$69 million in FY26 and \$49.5 million in FY27. The transfers are increased in future years (FY 30-33) to satisfy the intent of SB 21-260.

The bill also eliminates the \$7 million annual General Fund transfers to the Revitalizing Main Street (RMS) program.

Impact: These reductions will primarily impact funding for the CDOT 10-Year Plan. This will reduce the amount of funds allocated to the 10-YP in the next few years, impacting the number of projects we can plan in the next update to the 10YP. This legislation also eliminates the funding source for RMS, so no future awards will be made through the program after existing funding is exhausted.



SB 25-258: Temporarily Reduce Road Safety Surcharge

Sponsors: Rep. Shannon Bird, Rep. Emily Sirota, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation temporarily reduces the Road Safety Surcharge fee by \$3.70 across all weight classes for 24 months, resulting in a revenue reduction of \$44 million over two years (September 2025-September 2027.)

Impact: The fee reduction primarily impacts CDOT, as the legislation modifies the statutory distribution to hold cities and counties harmless. This reduction will impact the amount of available funding for safety-related projects in the FASTER Safety and asset management.

Allocation	Budget Year FY 2025-26	Out Year FY 2026-27	Out Year FY 2027-28
Road Safety Surcharge Reduction (HUTF)	-\$11.4 million	-\$23.0 million	-\$11.7 million
State Highway Fund	-\$11.1 million	-\$22.1 million	-\$11.5 million
Counties	-\$0.4 million	-\$0.9 million	-\$0.3 million
Municipalities	\$0.1 million	\$20,000	\$0.1 million



SB 25-264: Cash Fund Transfers to the General Fund

Sponsors: Rep. Shannon Bird, Rep. Emily Sirota, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This legislation sweeps a variety of cash funds across agencies and transfers the funding to the General Fund. This includes \$71.8 million from the Multimodal Options fund.

Impact: The JBC specified that the swept amount should be allocated from the local portion of the MMOF. The Department will endeavor to keep projects that are already or soon to be underway moving forward. In order to maintain funding for all of the awards made for funding through FY 25, projects may have to be delayed and awards in subsequent years reduced.



SB 25-320: Commercial Motor Vehicle Transportation

Sponsors: Rep. Shannon Bird, Rep. Rick Taggart, Sen. Jeff Bridges, Sen. Barbara Kirkmeyer

Summary: This bill accelerates the Bridge and Tunnel Impact Fee schedule, which remits to the Bridge and Tunnel Enterprise. This change generates \$28m for BTE over the next three years. The bill also reinstates a tax credit for the purchase of new commercial motor vehicles.

Impact: This bill enables more bridge and tunnel projects to be funded than anticipated through FY28. The department is exploring how this funding can be utilized to minimize the impacts of the Road Safety Surcharge Reduction in SB25-258.



Thank you! For additional questions or comments,
please contact:

CDOT: Emily Haddaway

CDOT Legislative Liaison

Emily.Haddaway@state.co.us

505-553-2079



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development
Marissa Gaughan, Assistant Director, Multimodal Planning, DTD

Date: May 28, 2025

Subject: 2025 Statewide Plan Update: Public Engagement and Funding Sources

Purpose

This memo provides the STAC with an overview of federal and state funding sources that will be discussed over the coming months as CDOT develops a new 10-Year Plan. Additionally, the STAC will receive an update on current public engagement efforts.

Action

Informational only, no action required.

Background

An important aspect leading up to the development of each new statewide transportation plan is a comprehensive overview of the various federal and state revenue sources and the types of projects those funds support.

CDOT's 10-Year Plan will be developed in order to implement Policy Directive 14. Policy Directive 14 was approved by the Transportation Commission and outlined three goals for this planning cycle, including: advancing transportation safety, fix our roads, and sustainably increasing transportation choice.

The 10-Year Plan will use 'Strategic Funding', which includes state and federal funds not previously dedicated to other programs such as Asset Management. CDOT will leverage a wide range of other state and federal funding to stretch our budget further and invest more in projects that fix our roads, improve safety and mobility, and quality of life across the state.

Beyond the 10-year Plan, there are a wide range of grant opportunities managed by CDOT, other state agencies, state enterprises, and federal agencies that are available for local agency projects and CDOT projects. These grant programs can fund safety, freight, transit, active transportation, and other types of transportation improvements. Additional information on each grant program can be found via the hyperlinks in the attached presentation.

Next Steps

Informational only.

Attachments

Presentation: Statewide Plan Update: Public Engagement & Funding Sources



Statewide Plan Update
STAC
June 5, 2025



Discussion Topics

1) Public Engagement Update

- Telephone Town Halls
- Public Survey
- Statewide Plan Public Comment Period

2) Funding Sources Update

- CDOT's Budget
- How the 10-Year Plan fits into CDOT's Budget
- Leveraging 10-Year Plan funding with other sources of funding



Public Engagement Update

2050 Statewide Plan Survey Responses as of May 29th: 1,400

Telephone Town Hall Participation:

TC District	Date	Counties	Transportation Commissioner(s)	Peak Attendees	Average Minutes
District 9	April 29th	El Paso, Fremont, Park, & Teller	Hannah Parsons	5,686	6
District 10	May 1st	Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers & Pueblo	Terry Hart	3,409	10
District 5	May 6st	Larimer, Weld, Morgan	Cecil Gutierrez	4,961	9
District 6	May 12th	Clear Creek, Gilpin, Grand, Jackson, Moffat, Routt, Rio Blanco	Rick Ridder	507	8
Denver #1 (District 2 & 4)	May 21st	Boulder, Adams, Jefferson & Broomfield Counties	Shelley Cook, Karen Stuart	2,390	14

2050 Statewide and Regional Transportation Plan Public Review and Comment Period will run from July 16 - August 15, 2025



Public Engagement Update (2)

Upcoming Telephone Town Halls:

TC District	Date	Counties	Transportation Commissioner(s)
District 11	May 29, 2025	Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, & Yuma	Todd Masters
District 8	June 5, 2025	Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Miguel, & San Juan	Mark Garcia
District 7	June 9, 2025	Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin & Summit Counties	Barbara Bowman
Denver #2 (Districts 1 & 3)	June 12, 2025	Denver, Arapahoe, Douglas,	Eula Adams and Yessica Holguín

2050 Statewide and Regional Transportation Plan Public Review and Comment Period will run from July 16 - August 15, 2025

CDOT currently oversees a ~\$1.7 billion annual budget. While this budget may seem large, it reflects the scale of CDOT's many responsibilities.



Responsible for the Colorado State Highway system, encompassing 9,072 centerline miles, with 23,068 total lane miles.



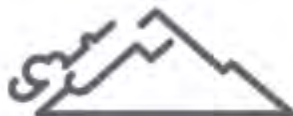
Plows about 6 million lane miles each year.



Colorado's aviation system includes 76 public-use airports and of which two are seaplane bases.



There are 3,474 bridges and other major structures throughout the state highway system.



Helps maintain and monitor 278 avalanche paths.



Bustang, CDOT's interregional bus service, provided over 2.2 million revenue service miles in fiscal year 2024.



Enterprise Funding

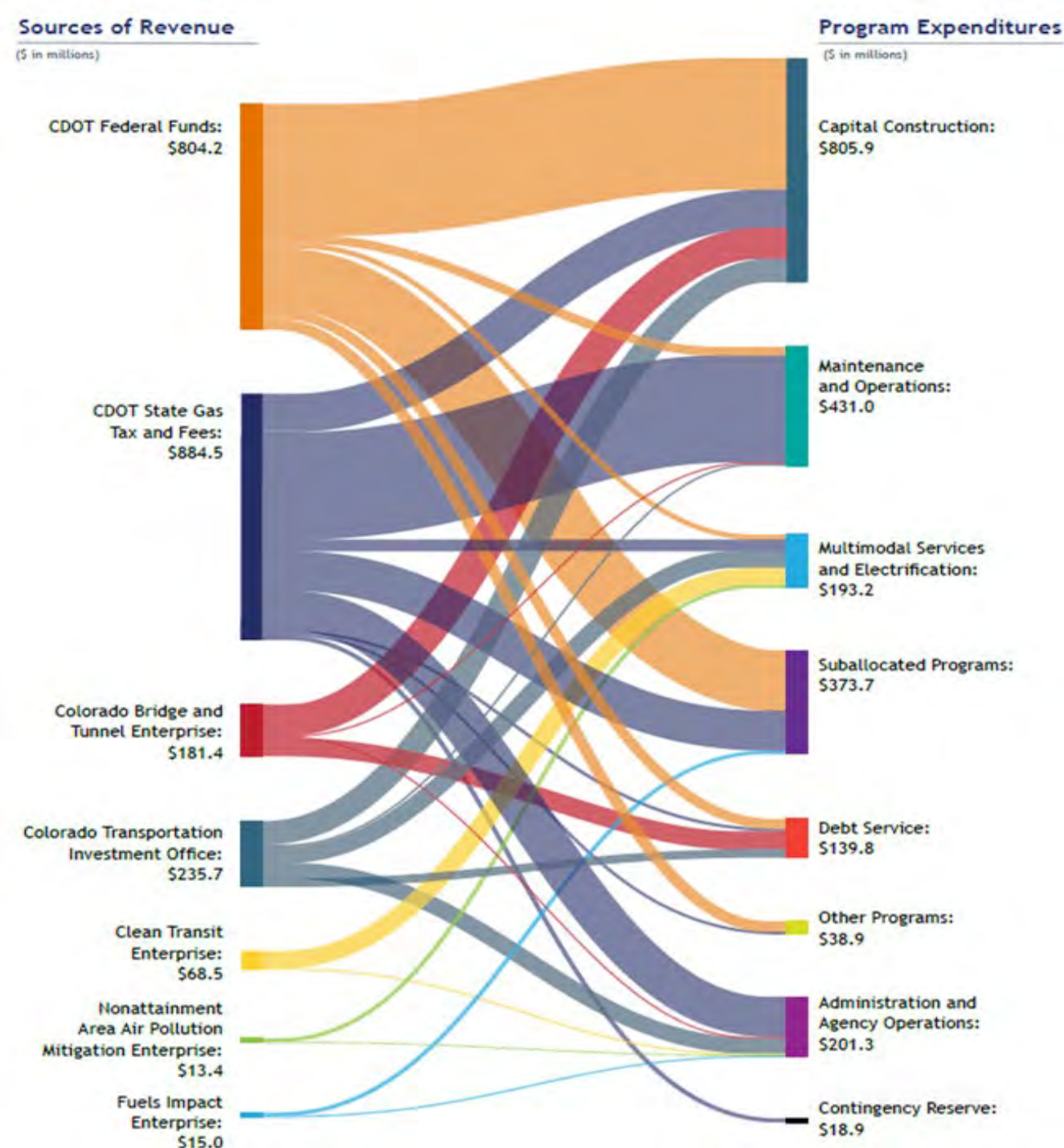
CDOT is a coordinating partner to five enterprises:

1. Colorado Bridge and Tunnel Enterprise (BTE)
2. Colorado Transportation Investment Office (CTIO)
3. Clean Transit Enterprise (CTE)
4. Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)
5. Fuels Impact Enterprise (FIE)

Enterprise funding provides the state with an additional ~\$335 million in revenue annually.

What is an enterprise?

An enterprise is a self-supporting, government-owned business that receives revenue to advance a specific goal through a project selection process that is governed by a Board of Directors.



CDOT's FY 2025-26 Budget Allocation

Largest program expenditure areas are:

- Capital Construction (\$805.9 million)
- Maintenance & Operations (\$431 million)



10-Year Plan Funding

Based on current estimates of both state and federal funding, the planning control totals for all state strategic funding for fiscal years 2027 to 2036 is **\$225 million for each fiscal year**, starting in fiscal year 2027.

- An estimated \$900 million in strategic funds is available for the four-year prioritized plan (fiscal years 2027 through 2030).
- In the “out-years” (fiscal years 2031 through 2036), an estimated \$1.35 billion in strategic funds is available.
- **10-Year Plan funding represents only a portion of CDOT’s budget.**

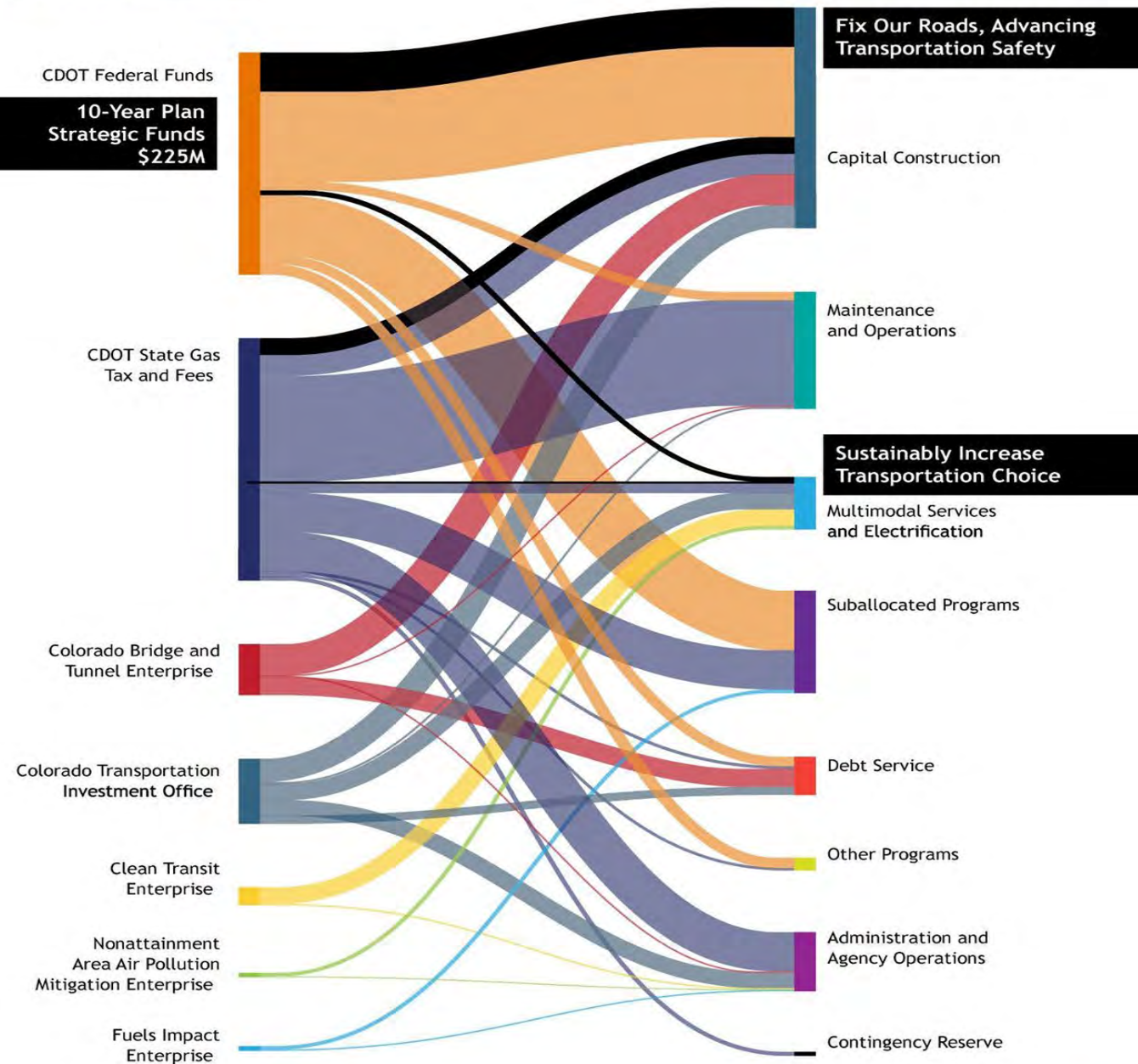


10-Year Plan Regional Distribution Targets

- Region 1 - 34.23% of planning control total
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$300 million
 - Fiscal Years 2031-36 (Out Years): \$450 million
- Region 2 - 18.97% of planning control total
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$166 million
 - Fiscal Years 2031-36 (Out Years): \$249 million
- Region 3 - 15.07% of planning control total
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$132 million
 - Fiscal Years 2031-36 (Out Years): \$198 million
- Region 4 - 23.87% of planning control total
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$209 million
 - Fiscal Years 2031-36 (Out Years): \$314 million
- Region 5 - 7.86% of planning control total
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$69 million
 - Fiscal Years 2031-36 (Out Years): \$103 million
- Bustang Capital - \$6 million annual for statewide Bustang Capital
 - Fiscal Year 2027-30 (Four-Year Prioritized Plan): \$24 million
 - Fiscal Years 2031-36 (Out Years): \$36 million

New 10-Year Plan will use same regional distribution targets from current 10-Year Plan.

Sources of Revenue



10-Year Plan Alignment with CDOT's Overall Budget

This diagram illustrates for planning purposes how the 10-Year Plan "strategic funding" is designed to work in parallel to CDOT's other programs to stretch our budget further.



Leveraging Funding

- The 10-Year Plan serves as a parallel funding mechanism to our base programs, including our asset management program to maintain existing roads and bridges.
- To make the most of every dollar and meet our performance goals in PD 14, we need to combine traditional funding with both strategic 10-Year Plan funding and enterprise funding.
- By leveraging these resources together, we can stretch our budget further and invest more in the projects that fix our roads and improve safety, mobility, and quality of life across the state.



How CDOT Funds Asset Management

- The total asset management budget is about ~\$750 million annually, including the Statewide Bridge and Tunnel Enterprise. The majority (almost 90%) of asset management funding goes to maintenance levels of service (MLOS), pavement and bridges.
- Current asset management funding is insufficient to maintain current conditions and meet long-term performance goals.
- This is why leveraging traditional asset program funding with 10-Year Plan strategic funding and enterprise funding is critical.



How to Fund Transportation Safety

CDOT-Managed Grant Programs

- [HSIP](#) - Highway Safety Improvement Program
- [SRTS](#) - Safe Routes to School
- [Highway Safety Office](#) - NHTSA and Marijuana Tax Cash Fund grants for traffic safety enforcement, education, and traffic records
- [FASTER Safety Mitigation](#) - Funding Advancement for Surface Transportation and Economic Recovery: Safety Mitigation Program
- STBG - Surface Transportation Block Grant (awarded by some MPOs)
- [RMS](#) - Revitalizing Main Streets (future awards on pause)

Other State Agencies

- [Law Enforcement Workforce Recruitment, Retention, and Tuition Grant Program](#) - CDPS

Federally-Managed Grant Programs

- [BUILD](#) - Better Utilizing Investments to Leverage Development (formerly RAISE)
- [SS4A](#) - Safe Streets and Roads for All
- [NSBP](#) - National Scenic Byways Program
- [RCP](#) - Reconnecting Communities Pilot
- [INFRA](#) - Infrastructure for Rebuilding America/Nationally Significant Multimodal Freight & Highway Projects program
- [CDBG](#) - Community Development Block Grant
- [BIP](#) - Bridge Investment Program Grant
- [ATTAIN](#) - Advanced Transportation Technology and Innovation
- [TTPSF](#) - Tribal Transportation Program Safety Fund Grant
- [Rural Surface Transportation Grant](#)

How to Fund Freight



CDOT-Managed Grant Programs

- [NHFP](#) - National Highway Freight Program

State Enterprise Grant Programs

- [Fuels Impact Enterprise](#) - FIE Grant Program

Federally-Managed Grant Programs

- [BUILD](#) - Better Utilizing Investments to Leverage Development (formerly RAISE)
- [INFRA](#) - Infrastructure for Rebuilding America/Nationally Significant Multimodal Freight & Highway Projects program
- [Mega](#) - National Infrastructure Project Assistance (Mega) Program
- [Rural Surface Transportation Grant](#)
- [BIP](#) - Bridge Investment Program Grant



How to Fund Transit

CDOT-Managed Grant Programs

- [FTA 5304](#) - Statewide and Nonmetropolitan Transportation Planning and Research Program
- [FTA 5310](#) - Enhanced Mobility of Seniors and Individuals with Disabilities Program
- [FTA 5311](#) - Formula Grants for Rural Areas Program
- [FTA 5339\(a\)](#) - Bus and Bus-Related Projects
- [FASTER Transit](#)
- [MMOF](#) - Multimodal Transportation & Mitigation Options Fund (awarded by TPRs)
- [CMAQ](#) - Congestion Mitigation and Air Quality Improvement Program (awarded by some MPOs/TPRs)
- [CRP](#) - Carbon Reduction Program (awarded by MPOs)

State Enterprise Grant Programs

- [CTE](#) - Clean Transit Enterprise

Federally-Managed Grant Programs

- [FTA 5339\(b\)](#) - Bus and Bus Facilities
- [FTA 5339\(c\)](#) - Low or No Emission Grant Program
- [CPF/CDS](#) - Community Project Funding/Congressionally Directed Spending
- [CIG](#) - Capital Investment Grants Program: New Starts, Small Starts and Core Capacity Improvements



How to Fund Active Transportation

CDOT-Managed Grant Programs

- [RMS](#) - Revitalizing Main Streets (future awards on pause)
- [MMOF](#) - Multimodal Transportation & Mitigation Options Fund (awarded by TPRs)
- [SRTS](#) - Safe Routes to School
- [TAP](#) - Transportation Alternatives Program (awarded by CDOT and some MPOs)
- [HSIP](#) - Highway Safety Improvement Program
- [CMAQ](#) - Congestion Mitigation and Air Quality Improvement Program (awarded by some MPOs/TPRs)
- [CRP](#) - Carbon Reduction Program (awarded by MPOs)

State Enterprise Grant Programs

- [NAAPME CCTAP](#) - Community Clean Transportation Assistance Program

Other State Agencies

- [GOCO](#) - Great Outdoors Colorado
- [CDPHE](#)'s Demonstration Project Funding
- [DOLA's EIAF](#) - Energy/Mineral Impact Assistance Fund Grant

USDOT-Managed Grant Programs

- [ATIIP](#) - Active Transportation Infrastructure Investment Program
- [SS4A](#) - Safe Streets and Roads for All
- [BUILD](#) - Better Utilizing Investments to Leverage Development (formerly RAISE)
- [RCP](#) - Reconnecting Communities Pilot

Resource: [USDOT Pedestrian and Bicycle Funding Opportunities Table](#)



Other CDOT Grant Opportunities

Off System Bridge

- [BRO & BIO](#) - Off System Bridge and Off-System Bridge Inspection

Transportation Demand Management

- [Transportation Management Organization \(TMO\) Seed Funding](#)
- [Transportation Demand Management \(TDM\) Innovation Grants](#)

Electrification and Energy

- [ZEV Workforce Development](#)
- [E-Mobility Education and Awareness](#)

Aviation

- [Discretionary Aviation Grants](#)
- [Aviation Education Grants](#)

Innovation



Marissa Gaughan, Assistant Director for Multimodal Planning

Division of Transportation Development

Email: marissa.gaughan@state.co.us



COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC)

To: Statewide Transportation Advisory Committee (STAC)

From: Shawn E. Smith, Director, Division of Maintenance and Operations

Date: May 22, 2025

Subject: End of Year Winter Operations Brief

Purpose

This memo provides the STAC with a broad review of 2024/25 CDOT winter maintenance operations.

Action

Informational only, not action required.

Background

In accordance with the Statewide Transportation Plan, Colorado Department of Transportation (CDOT) is responsible for the most diverse and challenging transportation system and terrain in the country. To operate and manage a multimodal transportation system for Colorado, the Division of Maintenance & Operations synchronizes statewide operations.

Each fall the CDOT implements its aggressive winter maintenance program. During periods of inclement winter weather, the program's goal is to provide travelers, freight carriers, and first responders with a roadway that is safely driven at reasonable speeds, with the ultimate goal of returning to bare pavement as quickly as possible.

CDOT winter preparations begin in the summer with the start of the CDOT's annual preventive maintenance program on all plow trucks and winter maintenance equipment. Further preparations include renewing or establishing de-icer material contracts, procuring needed equipment and materials, and ensuring a trained and adequately staffed workforce.

The CDOT's five Regions are tasked with the operational response to winter weather events. Each of CDOT's 227 maintenance patrols is responsible for snow and ice operations over approximately 40 center lane miles of highway, as well as the accompanying interchanges, service areas, and related facilities. Operations are set to achieve approximately one-hour cycle times for plowing and de-icing the highway although this can vary substantially due to traffic, weather, and other factors.

Next Steps

Informational only.

Attachments

Program update presentation



COLORADO

Department of Transportation

Winter 2024-2025 After Action Review



Winter Weather Summary

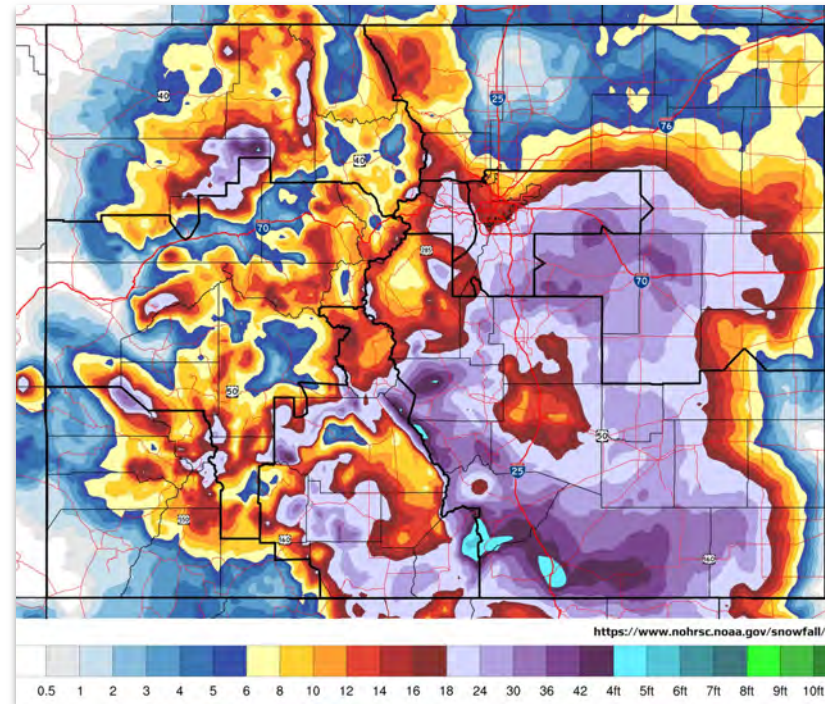
- Storm Events: 28 ⁽²⁹⁾
*10 back-to-back storm cycles
- Storm Event Days: 73 ⁽⁷⁸⁾
- Station Average Snowfall Days: 109 ⁽⁹¹⁾

Point Snowfall Totals

- Breckenridge Ski Area (320") (351")
- Copper Mountain Ski Area (337") (352")
- Loveland Ski Area (315") (329")
- Monarch Ski Area (242") (320")
- Silverthorne (135") (145")
- Durango (36") (31")
- Grand Junction (5") (10")
- DIA (48") (45")
- Greeley (16") (37")
- Fort Collins (18") (33")
- Monument (84") (99")

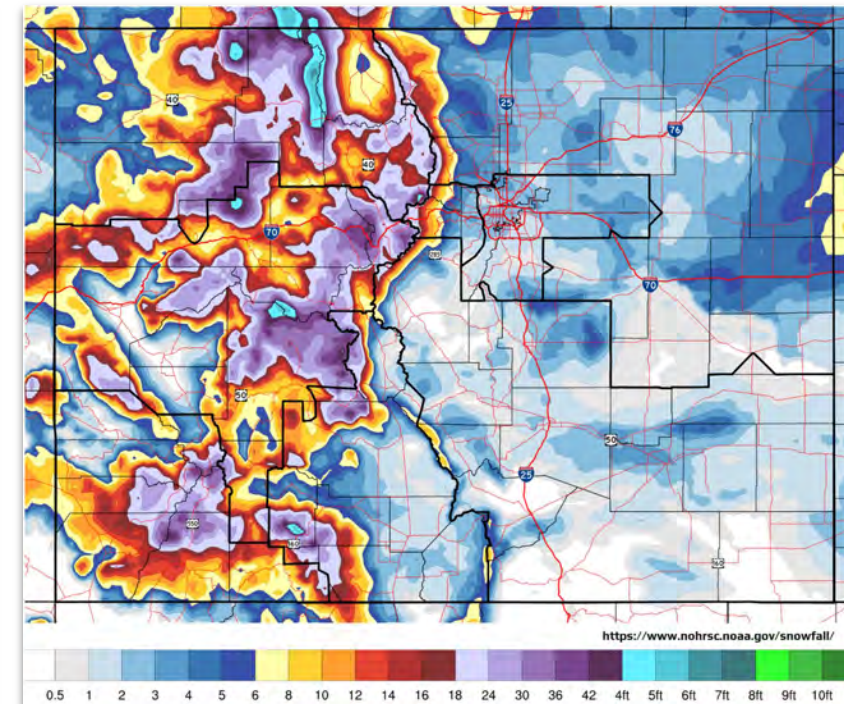
Storm #4

November 5-9



President's Day Week

February 13-18



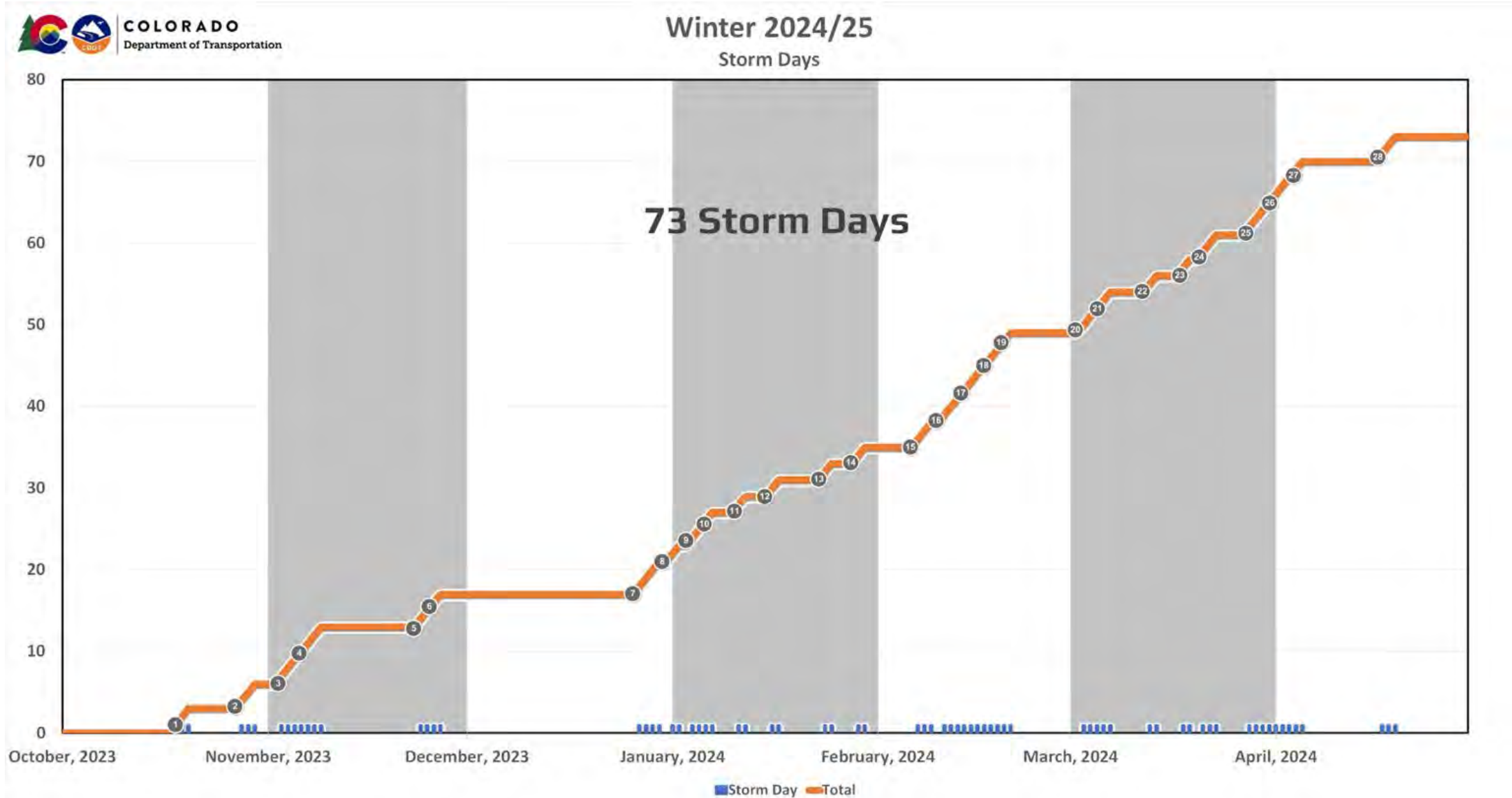


Winter Weather Summary

Standing	US Cities > 100,000	2024 / 25 Snowfall Totals (in)
1	Syracuse, NY	115
2	Erie, PA	112
3	Rochester, NY	88
4	Buffalo, NY	77
5	Boulder, CO	69
6	Billings, MT	64
7	Grand Rapids, MI	64
8	Anchorage, AK	62
9	Colorado Springs, CO	48
10	Lakewood, CO	48
11	Denver, CO	48
12	Manchester, NH	44
13	Green Bay, WI	43
14	Worcester, MA	41
15	Ann Arbor, MI	41
16	Flint, MI	40
17	South Bend, IN	38
18	Lansing, MI	38
19	Akron, OH	35
20	Cleveland, OH	35
21	Pittsburgh, PA	34
22	Pueblo, CO	34
23	Milwaukee, WI	30
24	Minneapolis, MN	30
25	Cincinnati, OH	29



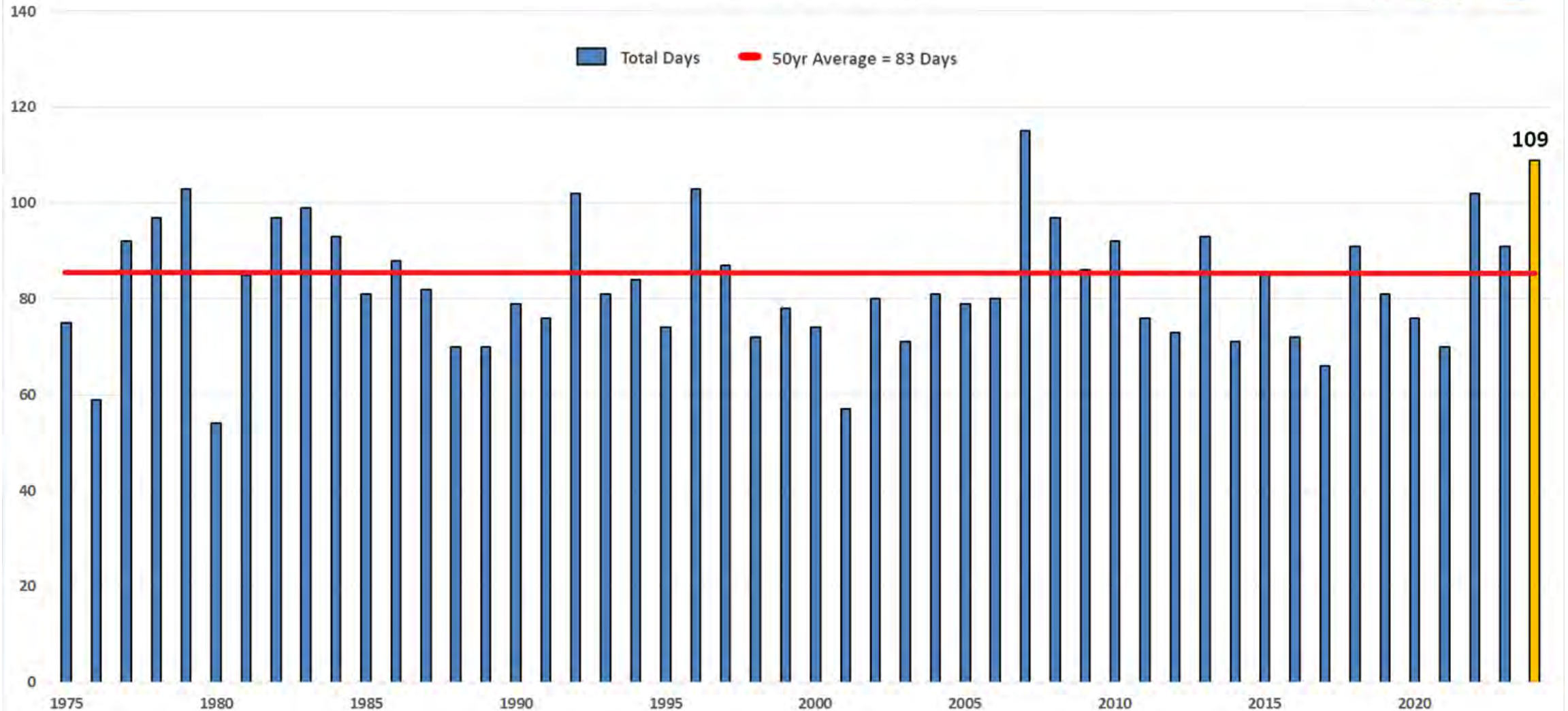
Winter Weather Summary





Winter Weather Summary

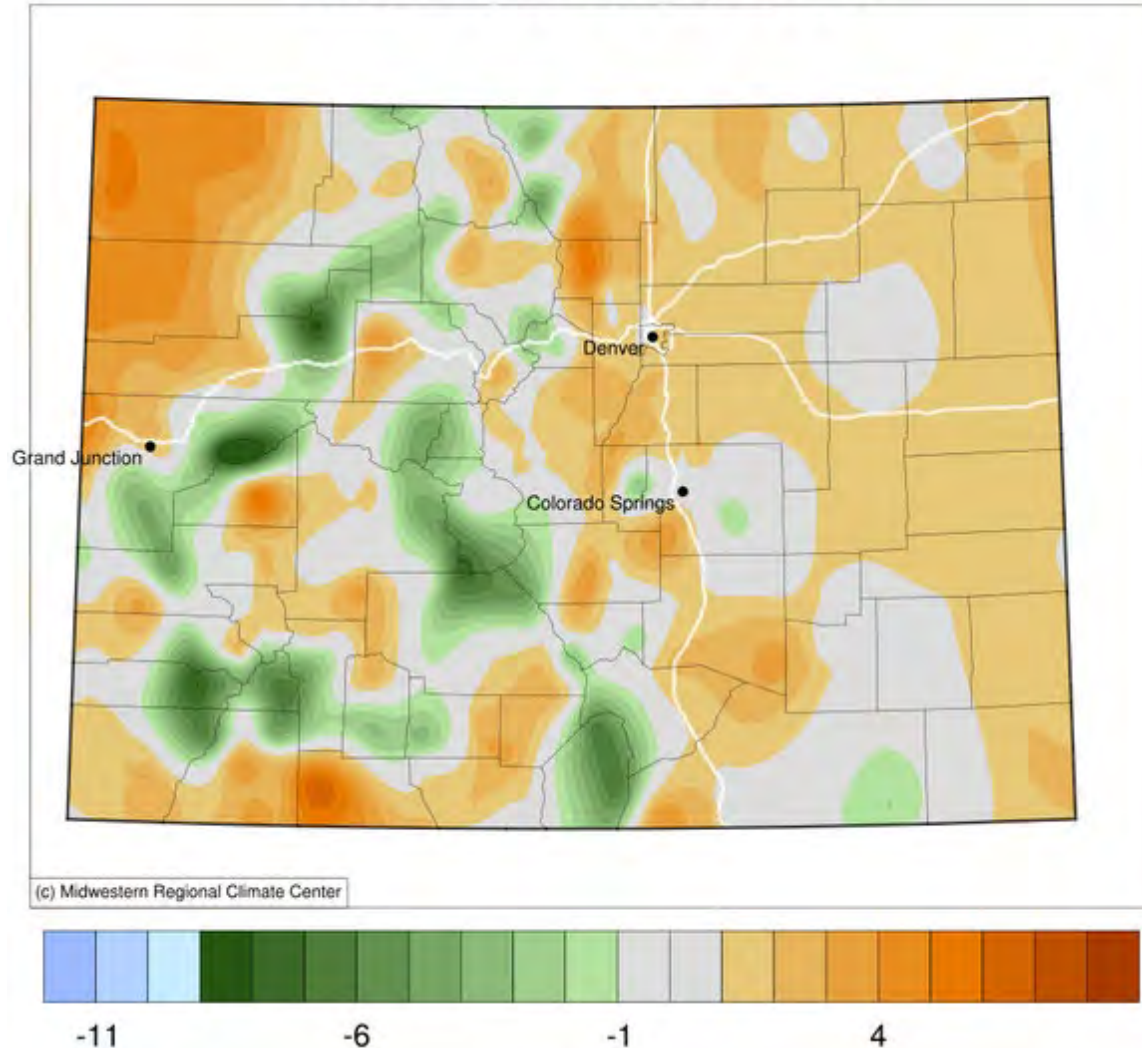
Colorado Station Average Snowfall Days
Annual Days vs. 50-Year Average



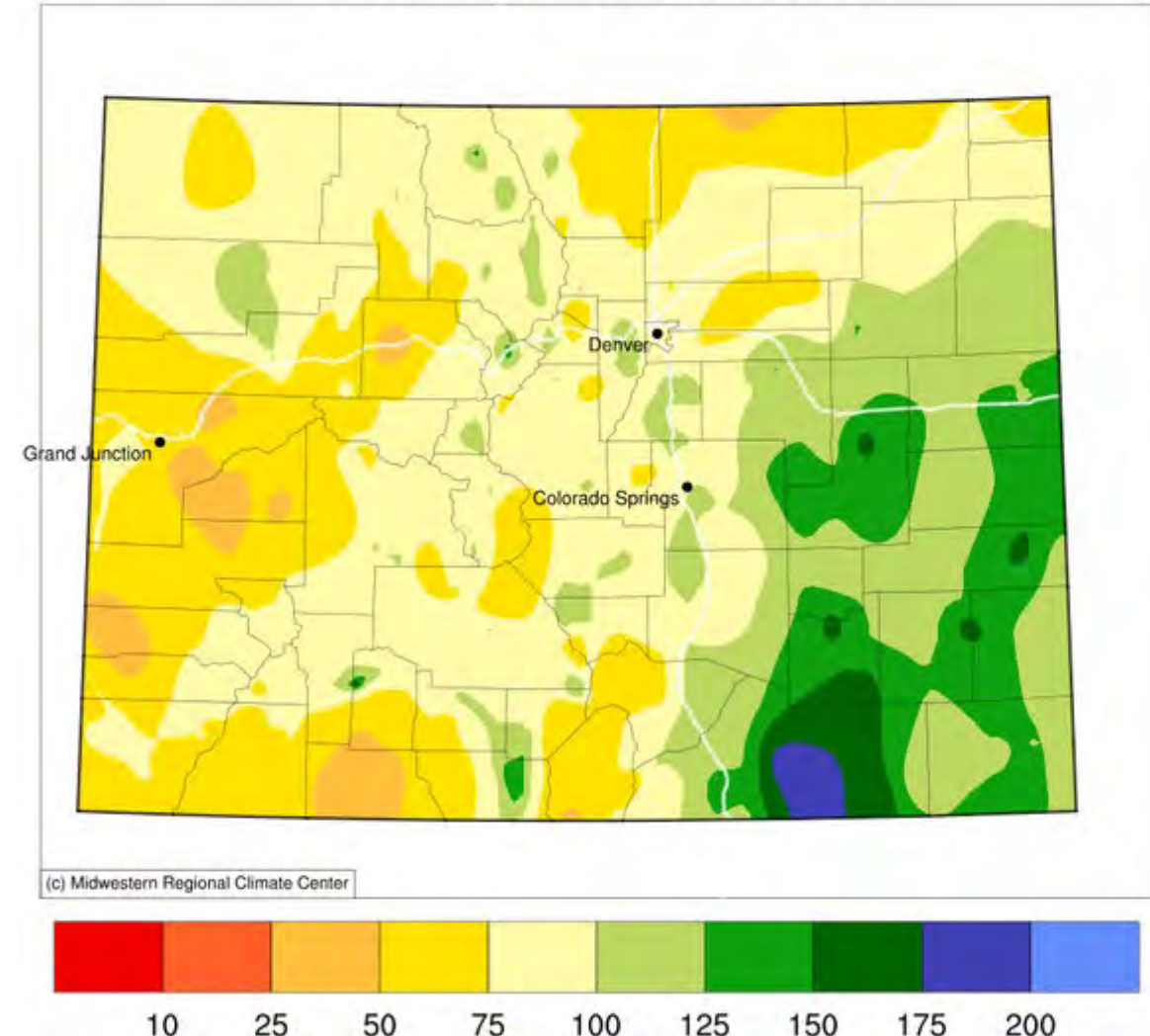


Winter Weather Summary

Average Temperature (°F): Departure from 1991-2020 Normals
October 01, 2024 to May 01, 2025



Accumulated Precipitation (in): Percent of 1991-2020 Normals
October 01, 2024 to May 01, 2025

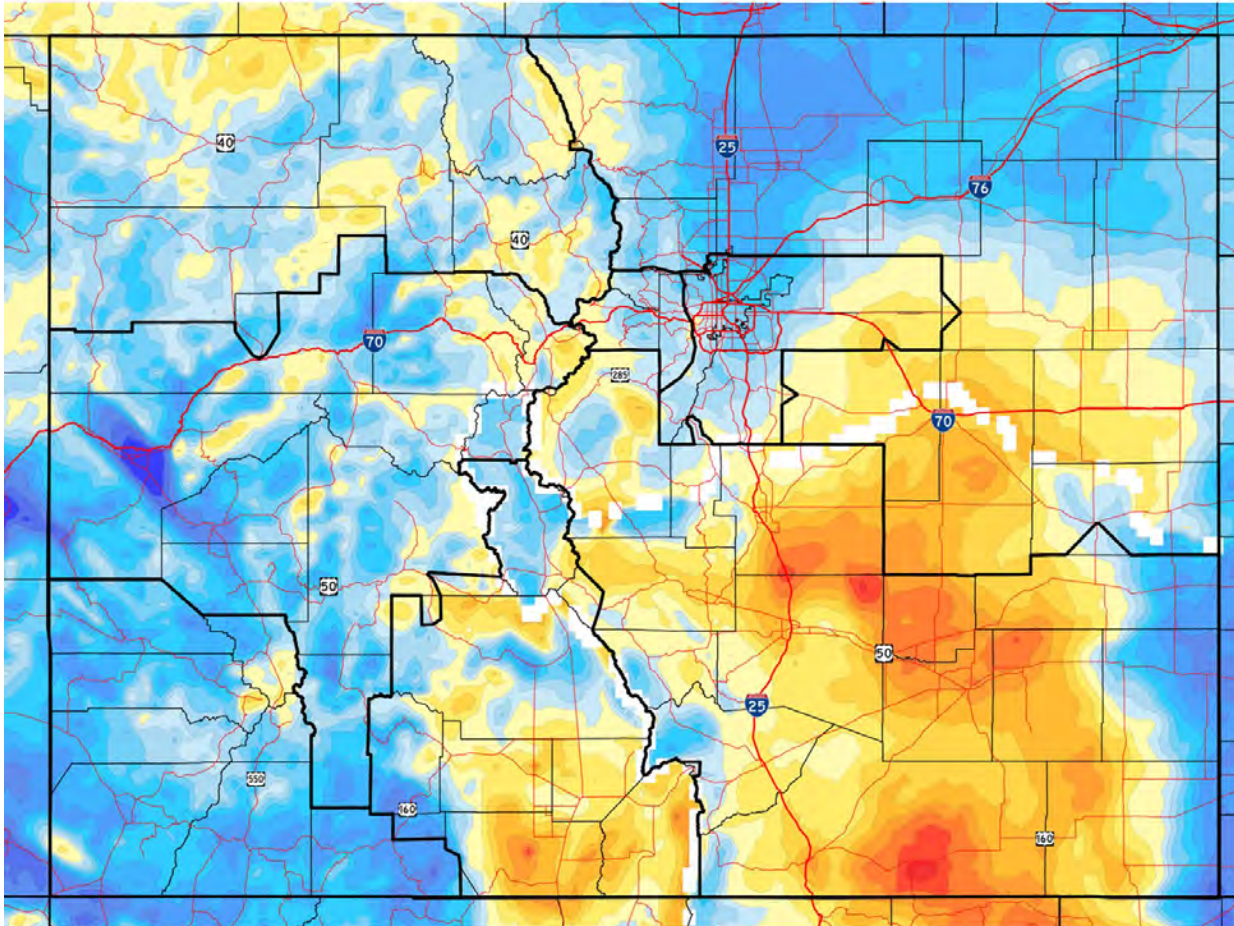




Winter Weather Summary

2024/25 Snowfall Percent of Average

Period of Average = Winter 2008/09 - 2023/24

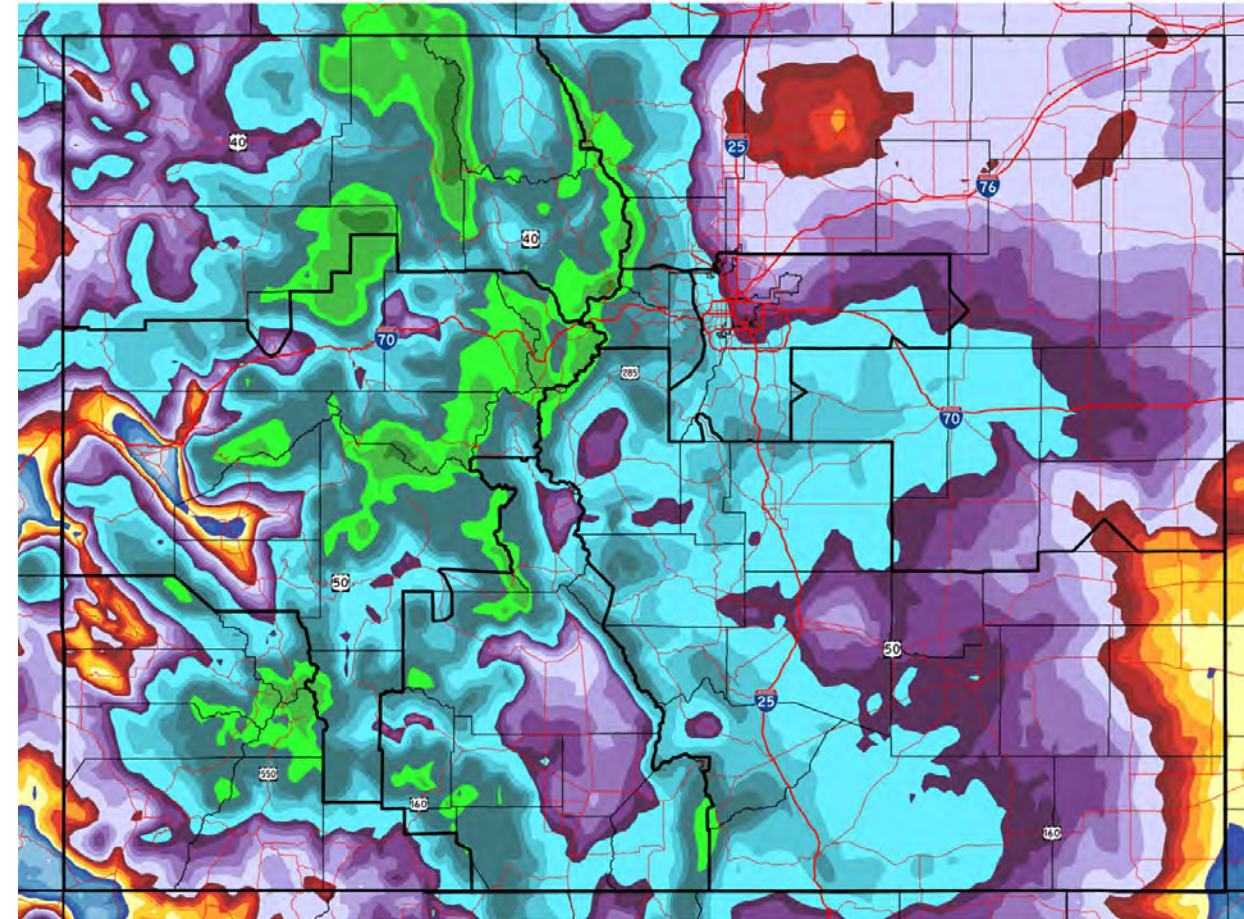


<https://www.nohrsc.noaa.gov/snowfall/>

0 10 20 30 40 50 60 70 80 90 100 120 140 160 180 200 220 240 260 280 300

Seasonal Accumulated Snowfall

Total Snowfall Ending: 2025-05-01 12:00:00 UTC



<https://www.nohrsc.noaa.gov/snowfall/>

0.5 1 2 3 4 5 6 8 10 12 14 16 18 24 30 36 42 4ft 6ft 8ft 10ft 15ft 20ft 30ft



Winter Weather Summary

SNOTEL Highlights / Lowlights

Northern Mountains

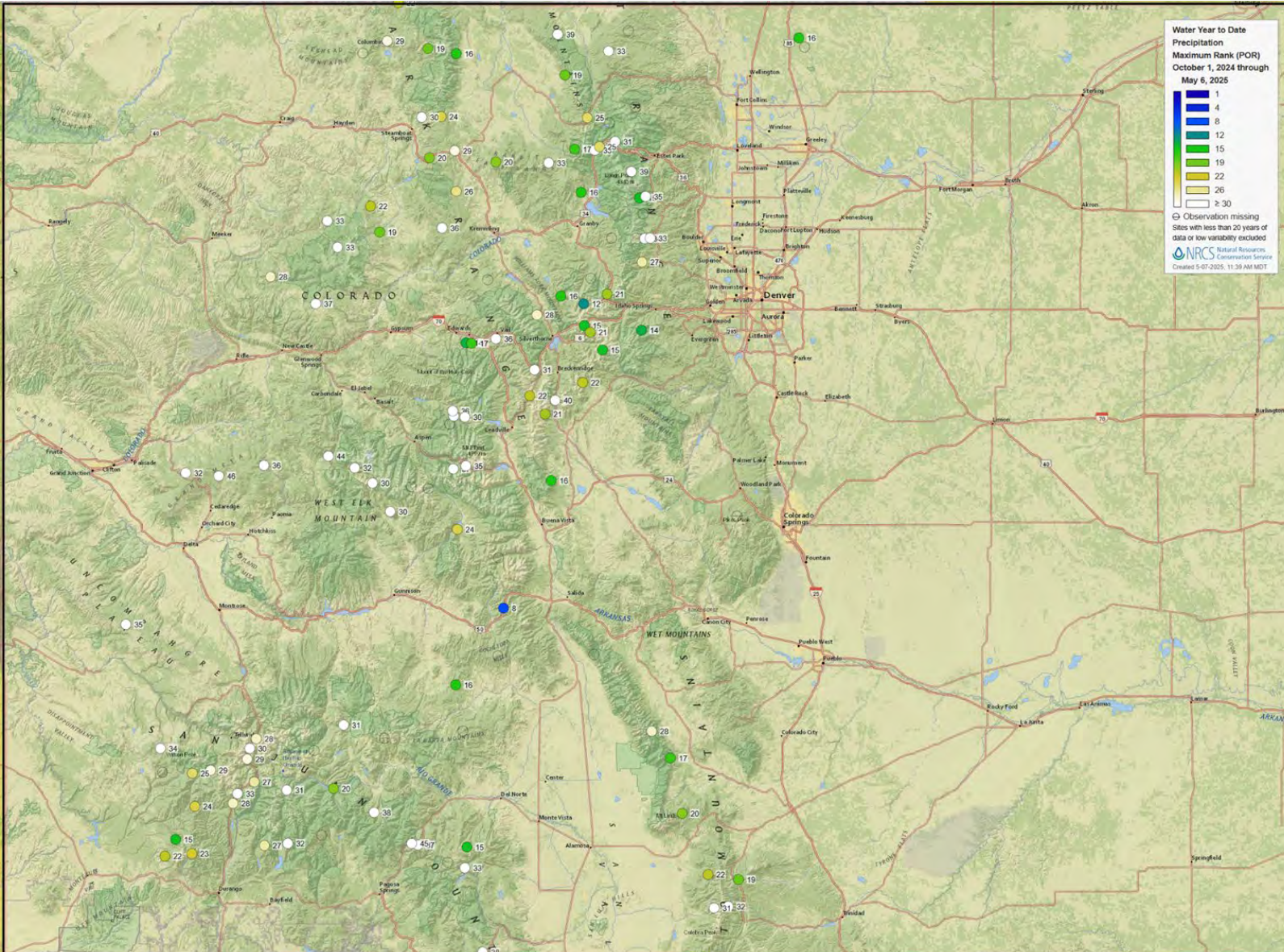
- Jones Pass (12th)
- Echo Lake (14th)
- Bear River (3rd)

Central Mountains

- Porphyry Creek (8th)
- Overland Reservoir (1st)
- McClure Pass (2nd)

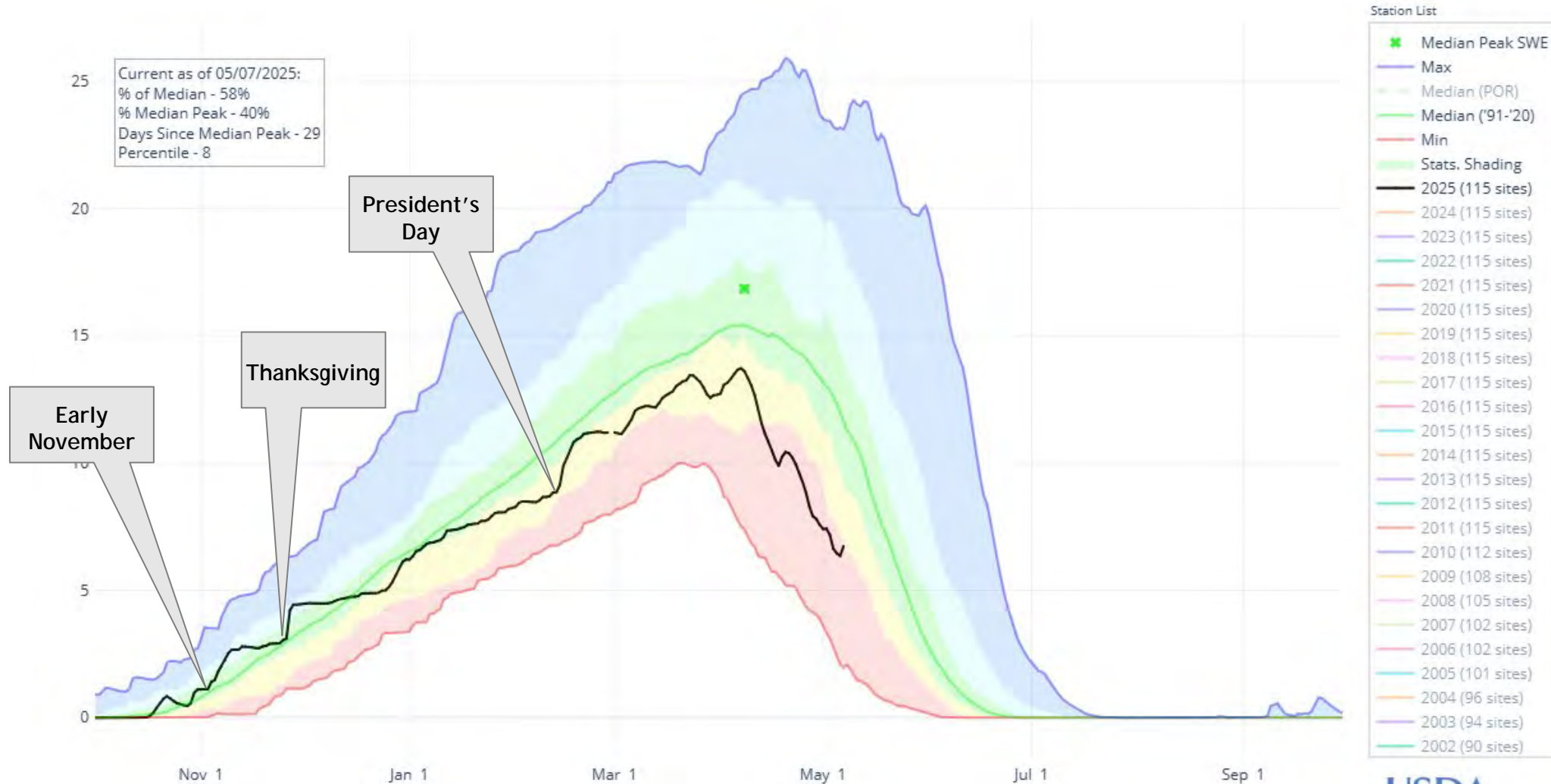
Southern Mountains

- Sharkstooth (5th)
- Wolf Creek Summit (3rd)
- Middle Creek (7th)





Winter Weather Summary



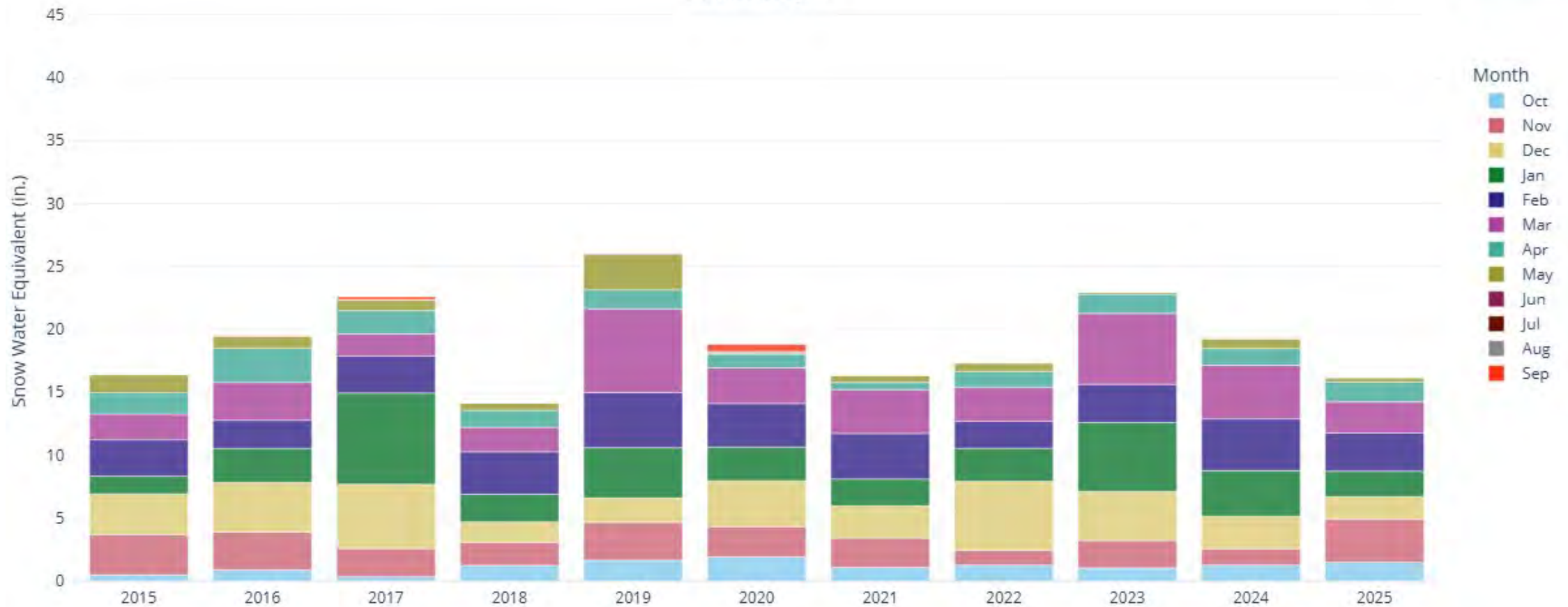


Winter Weather Summary



STATE OF COLORADO MONTHLY SNOW WATER EQUIVALENT SUMMARY

[Link to data: CSV / JSON](#)





FY 24 Storm Readiness Calls

- Weather Coordination Calls (November 5 - February 15)

- 9 Statewide (7)
 - November 5 - 8
 - November 25 - 26
 - February 13 - 15

- Updates

- Largely unchanged from 23/24
- Pavement impacts from CDOT
- I-70 look ahead (Fridays)

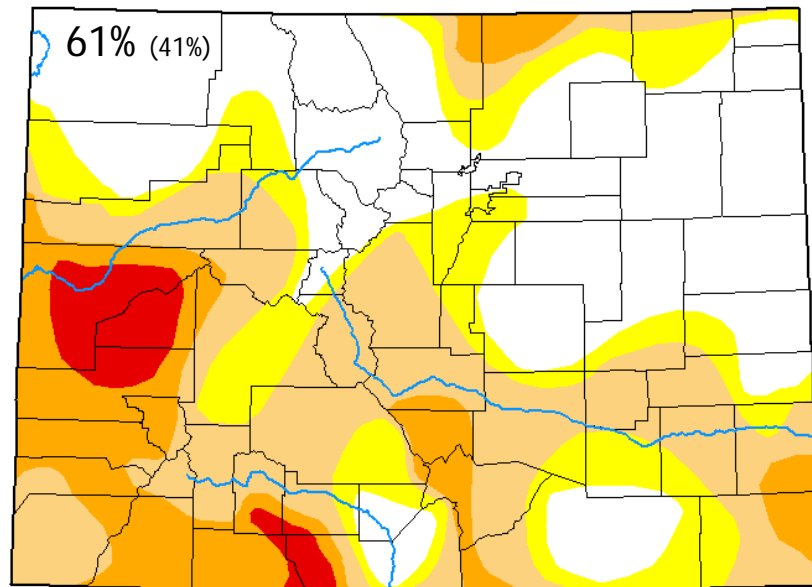




Summer Weather Outlook

U.S. Drought Monitor Colorado

April 29, 2025
(Released Thursday, May 1, 2025)
Valid 8 a.m. EDT



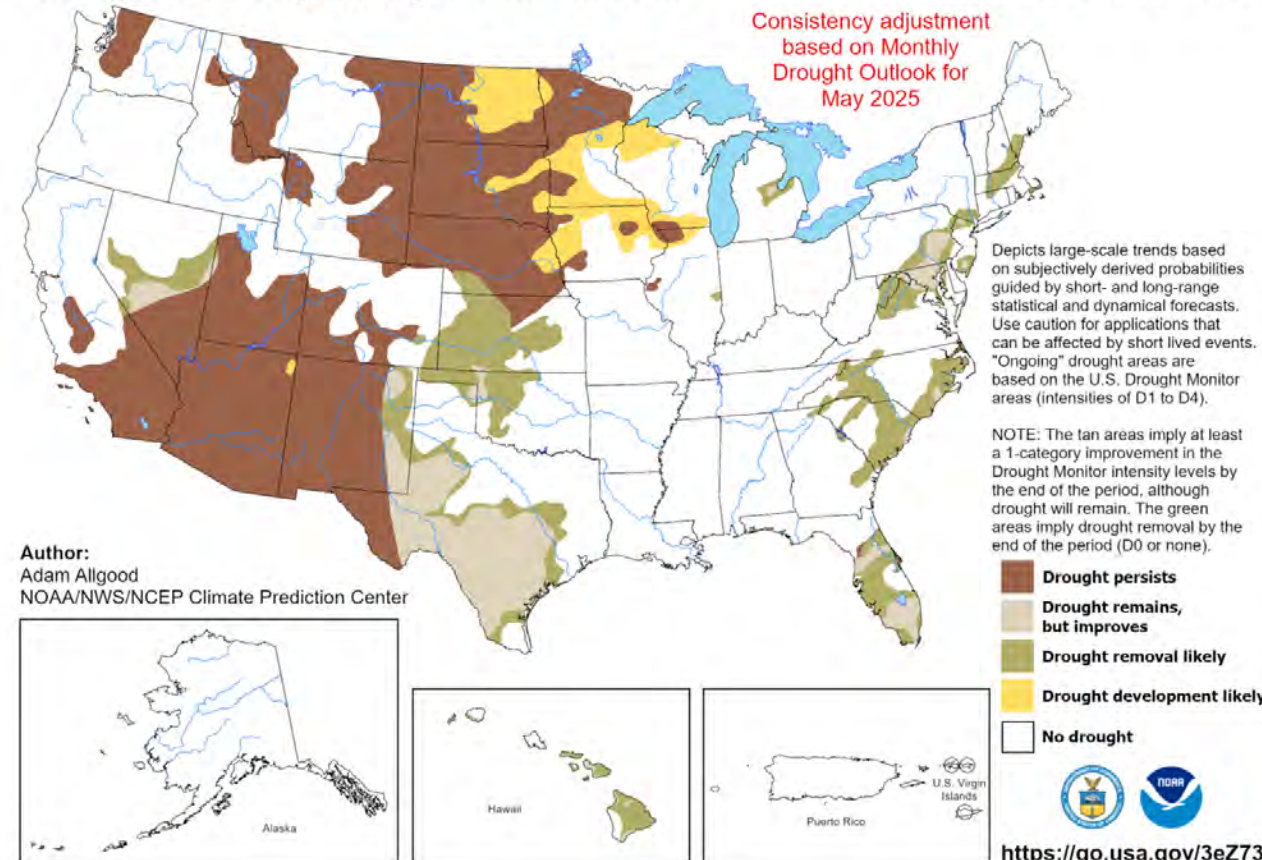
Intensity:

- None
- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

USDA
NDMC
droughtmonitor.unl.edu

U.S. Seasonal Drought Outlook Drought Tendency During the Valid Period

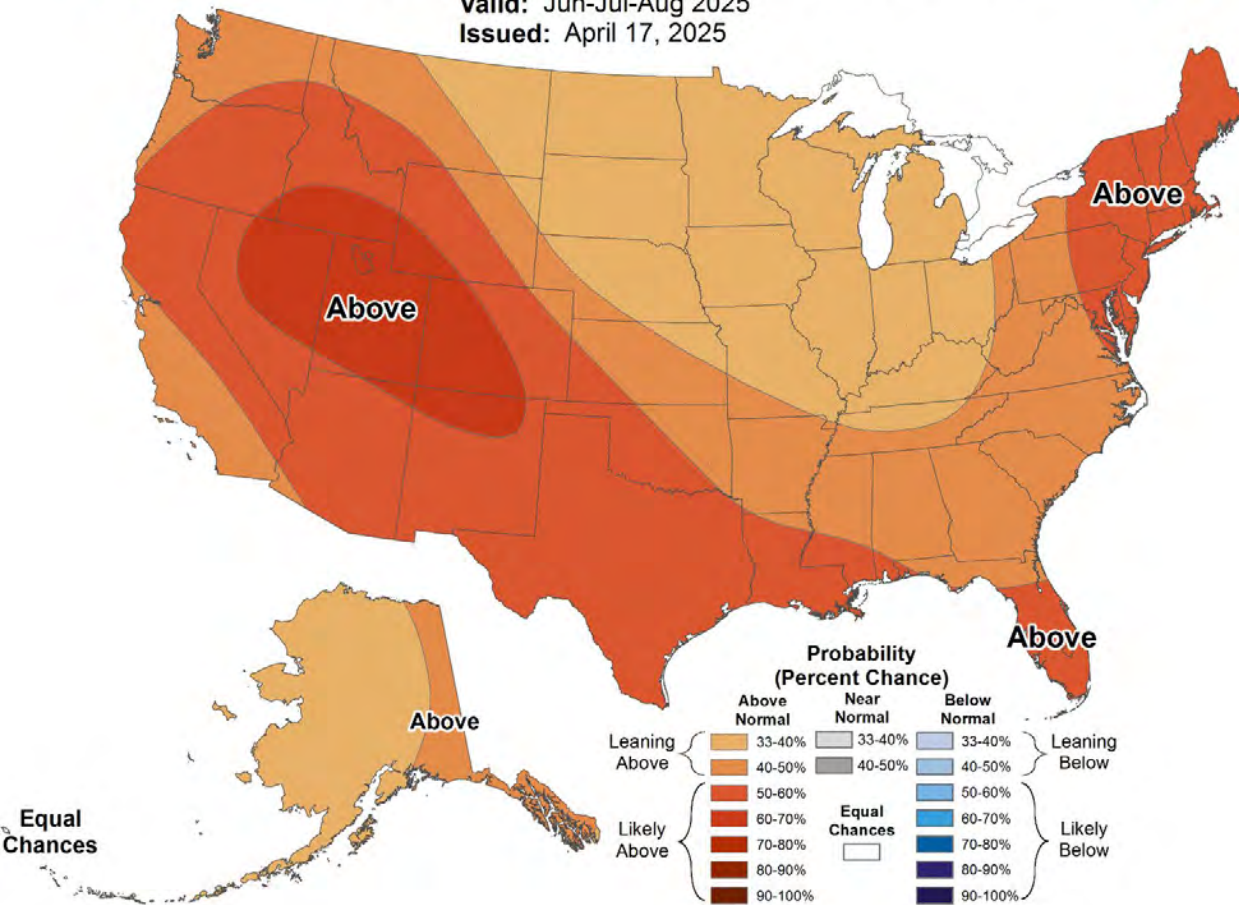
Valid for May 1 - July 31, 2025
Released April 30, 2025





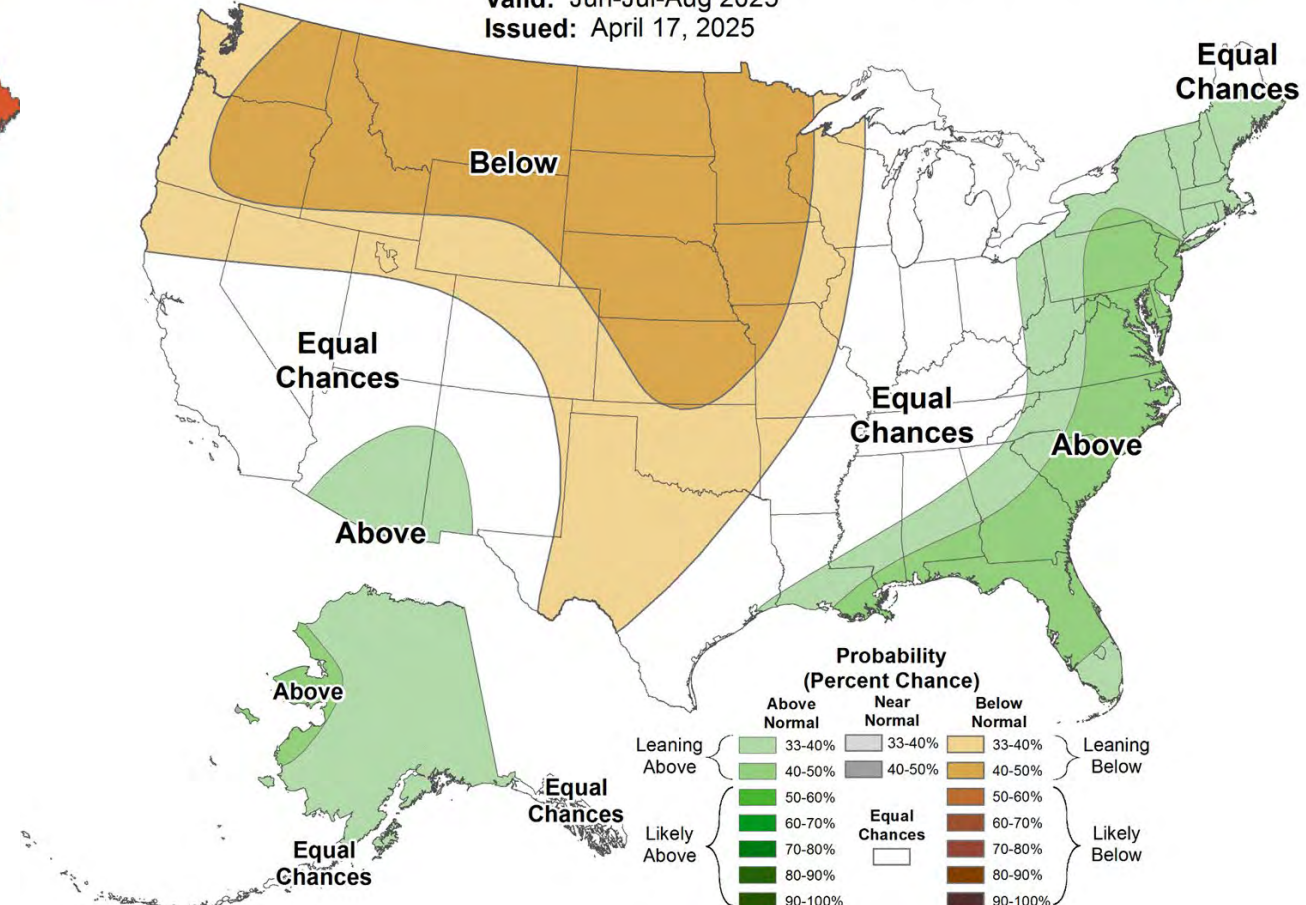
Seasonal Temperature Outlook

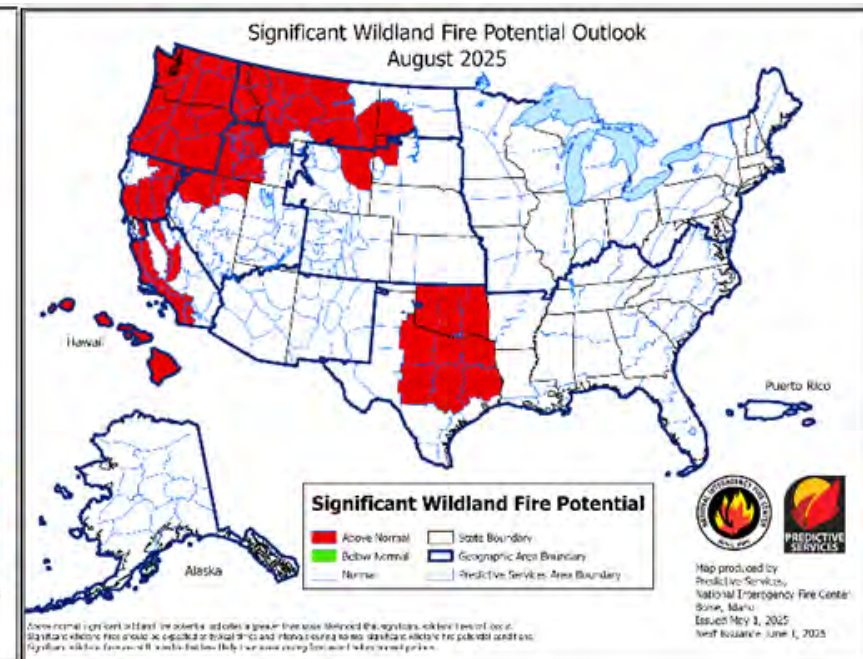
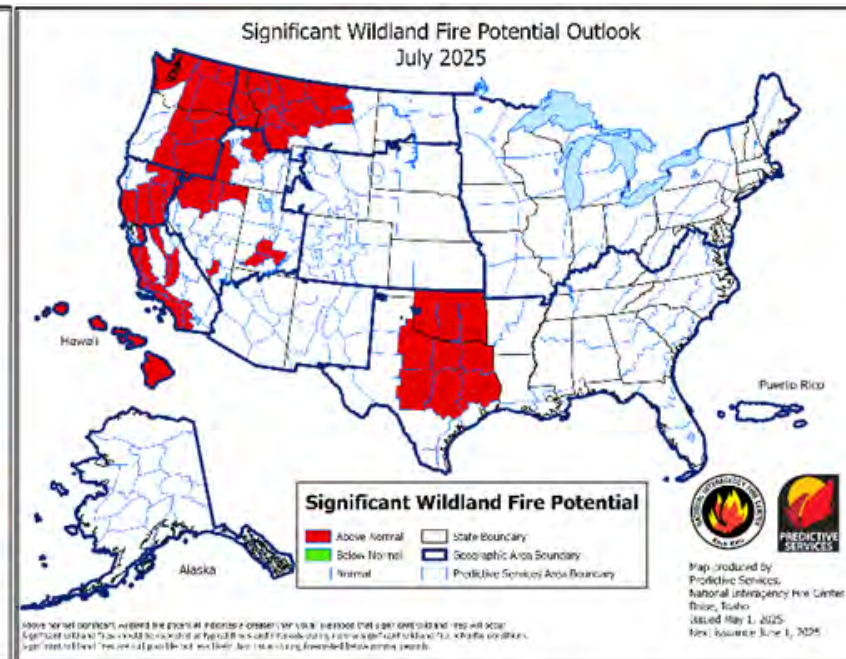
Valid: Jun-Jul-Aug 2025
Issued: April 17, 2025



Seasonal Precipitation Outlook

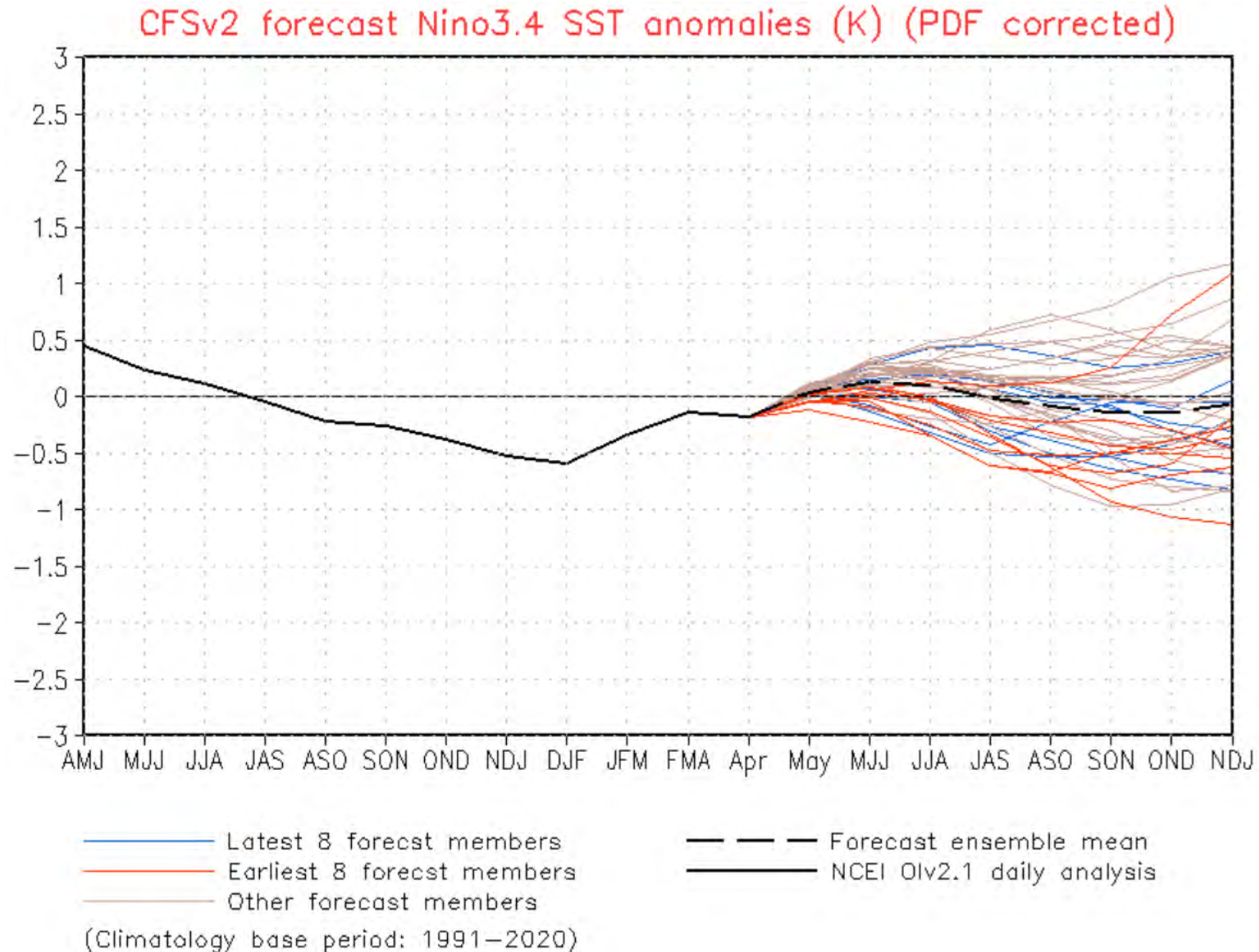
Valid: Jun-Jul-Aug 2025
Issued: April 17, 2025







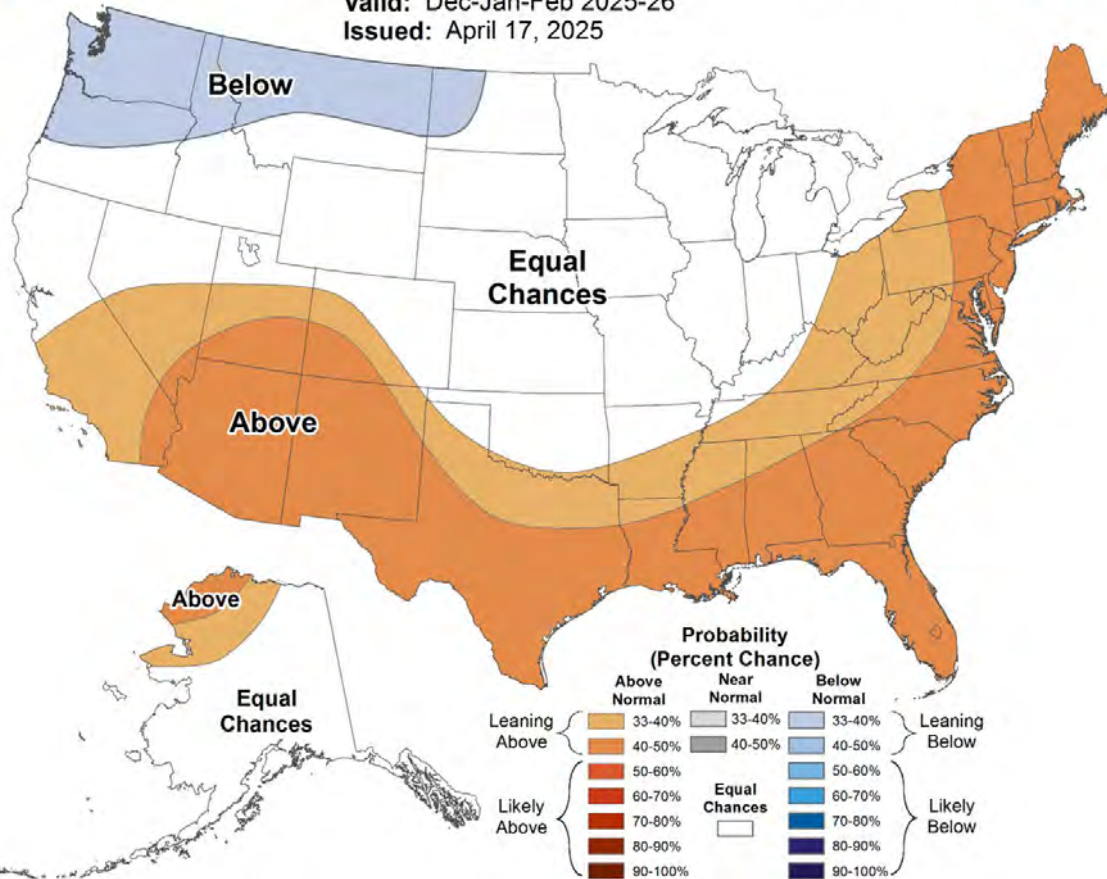
Winter Outlook





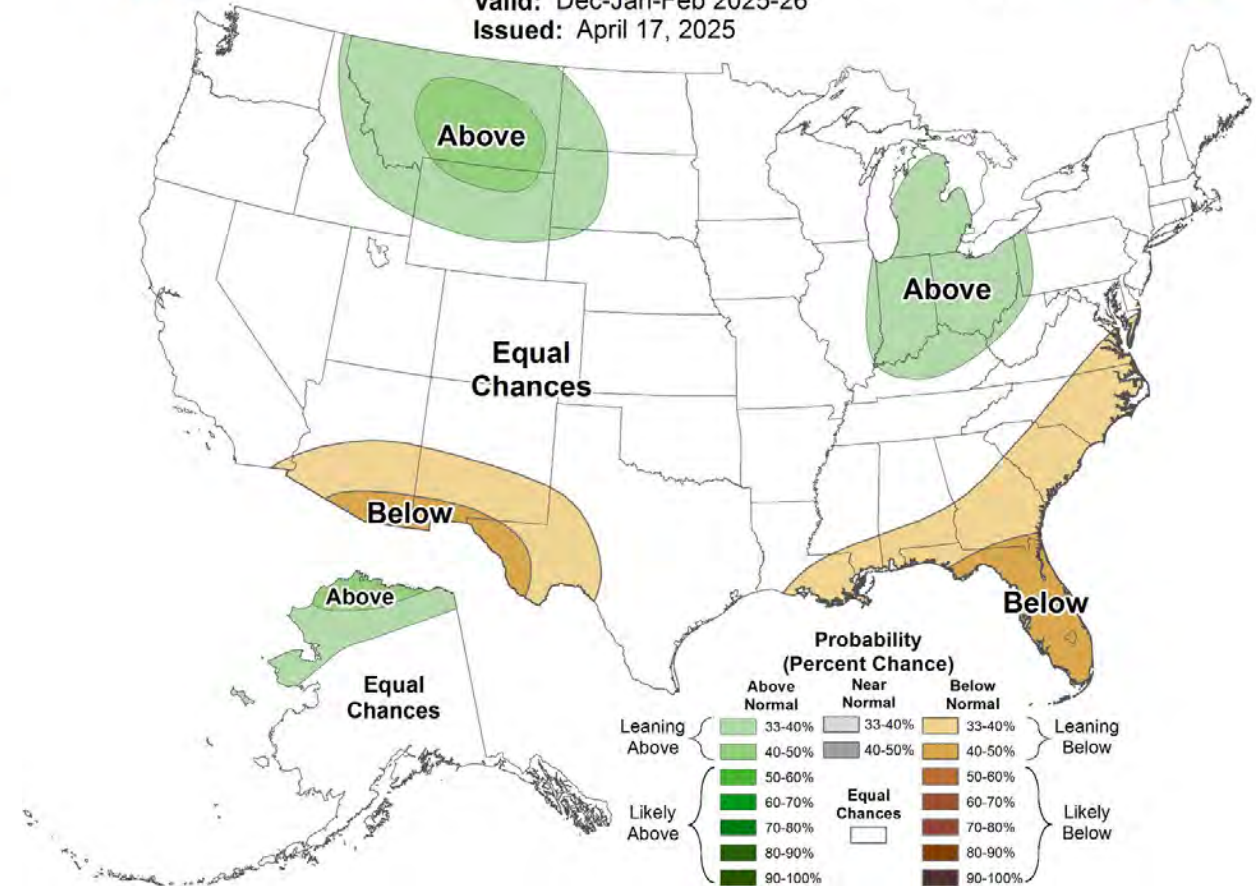
Seasonal Temperature Outlook

Valid: Dec-Jan-Feb 2025-26
Issued: April 17, 2025



Seasonal Precipitation Outlook

Valid: Dec-Jan-Feb 2025-26
Issued: April 17, 2025

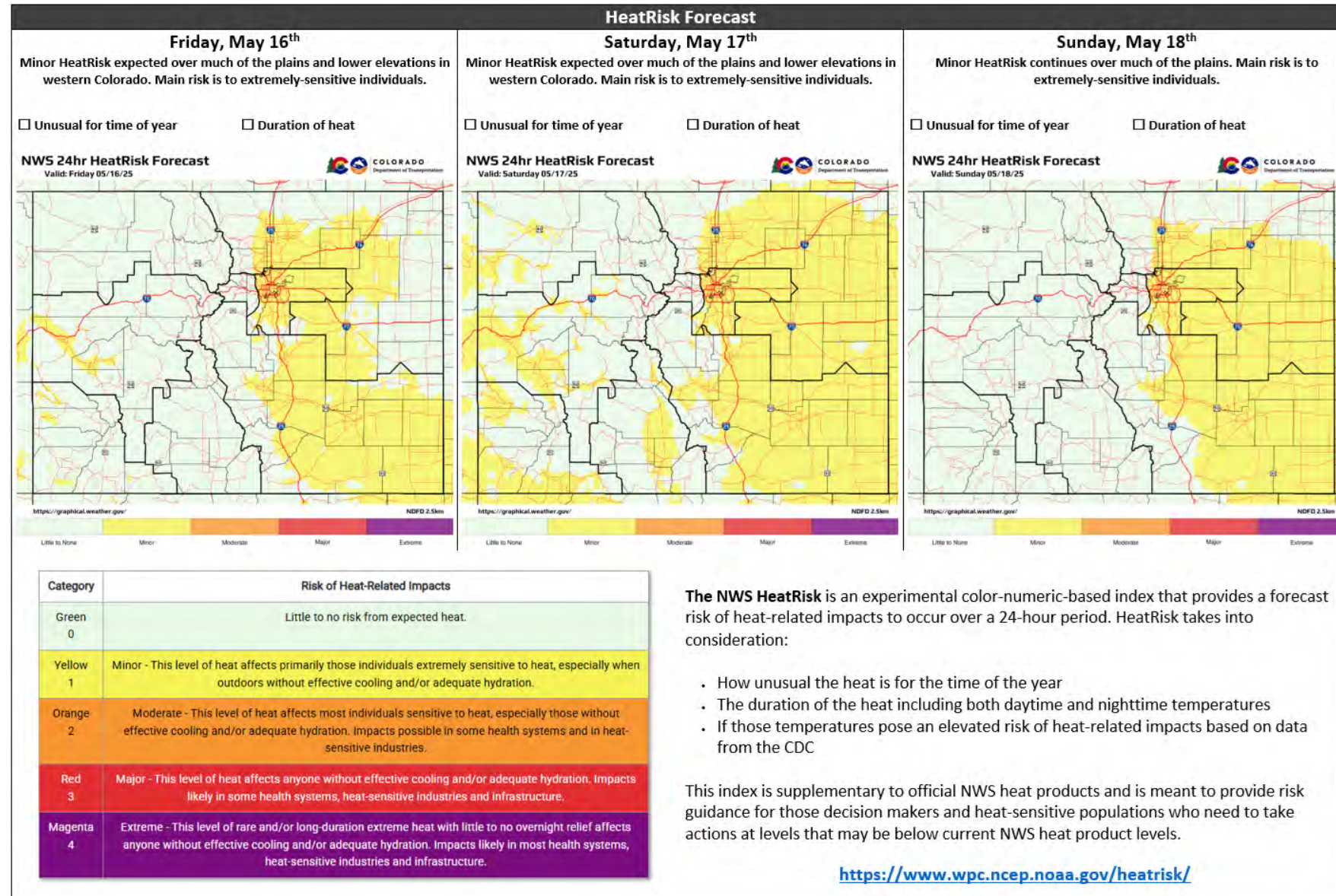




CDOT Weather Program

CFWO Addition

- HeatRisk Forecast
- Issued Mon / Wed / Fri





CDOT Weather Program

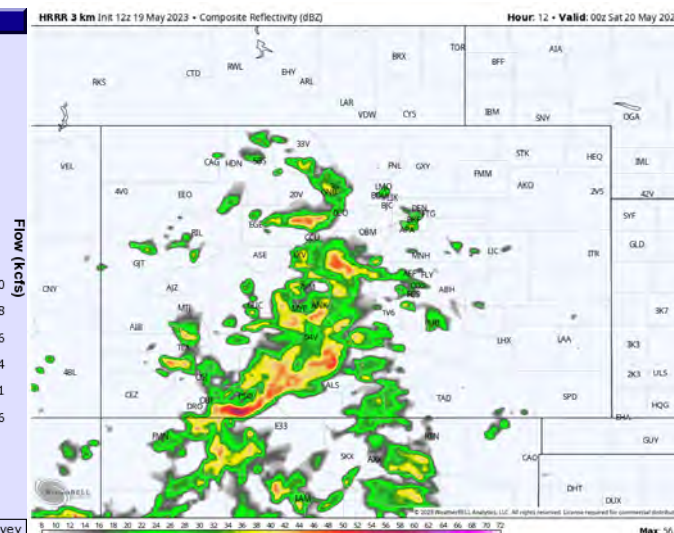
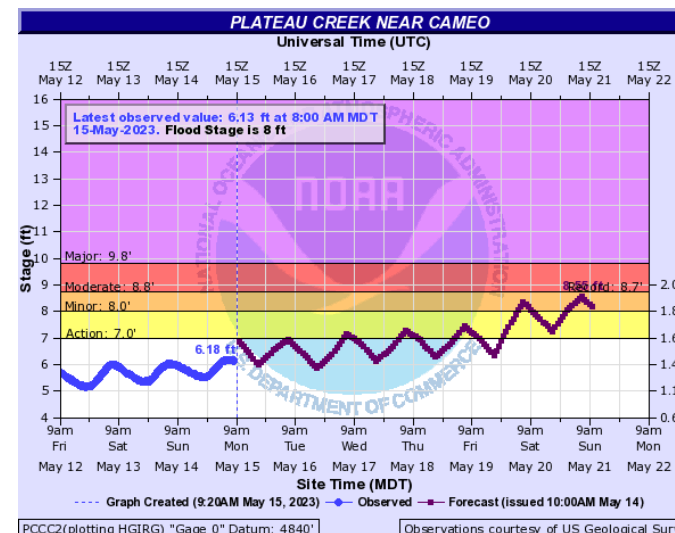
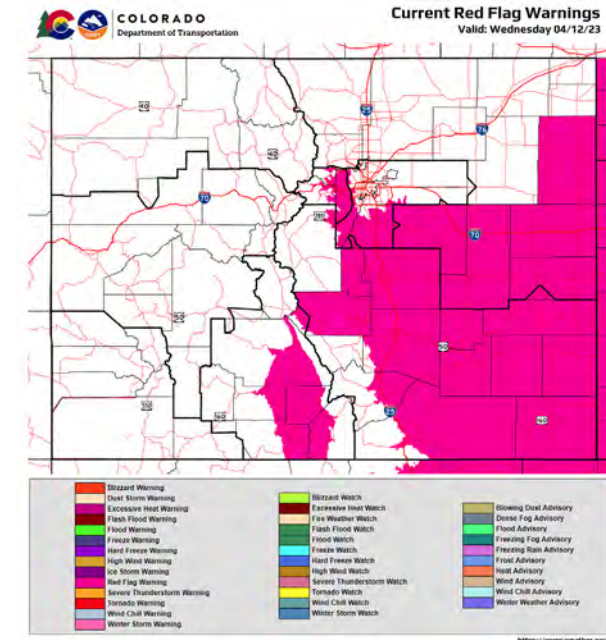
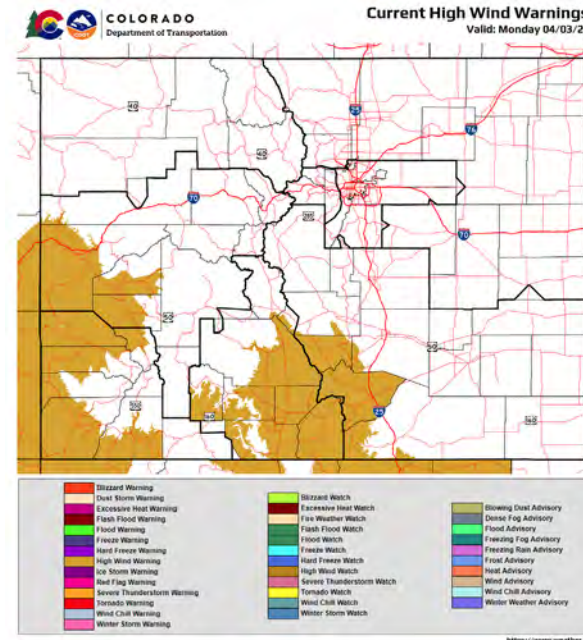
Additional Services Provided

- NWS Fire & Wind Warnings
- Project / Incident / Event
- Training
- Hydrologic
- Data Requests / Past Weather
- RWIS

Mike Chapman michael.chapman@state.co.us
Winter Operations Program Manager

Nick Barlow nicholas.barlow@state.co.us
Statewide Weather Coordinator

Brendan Eckerman brendan.eckerman@state.co.us
Meteorologist





Avalanche Safety Program Training

2024 Avalanche & Explosives Training Courses

Statewide General Explosives 8 hours (Grand Junction)

- October 16, 2024
- 70 attendees

Fort Carson Artillery School 16 hours

- September 24-25, 2024
- 40 attendees

Train the Trainer Howitzer 16 hours

- June 10-14, 2023
- 11 attendees

***1,374 training hours delivered in FY 25**

2025 Avalanche & Explosives Training Schedule

Helicopter Bombing (Independence Pass)

- Complete May 12, 2025

Train the Trainer Howitzer

- June 24-25, 2025

Statewide General Explosives (Grand Junction)

- October 8, 2025

Fort Carson Artillery School

- September 23-24, 2025

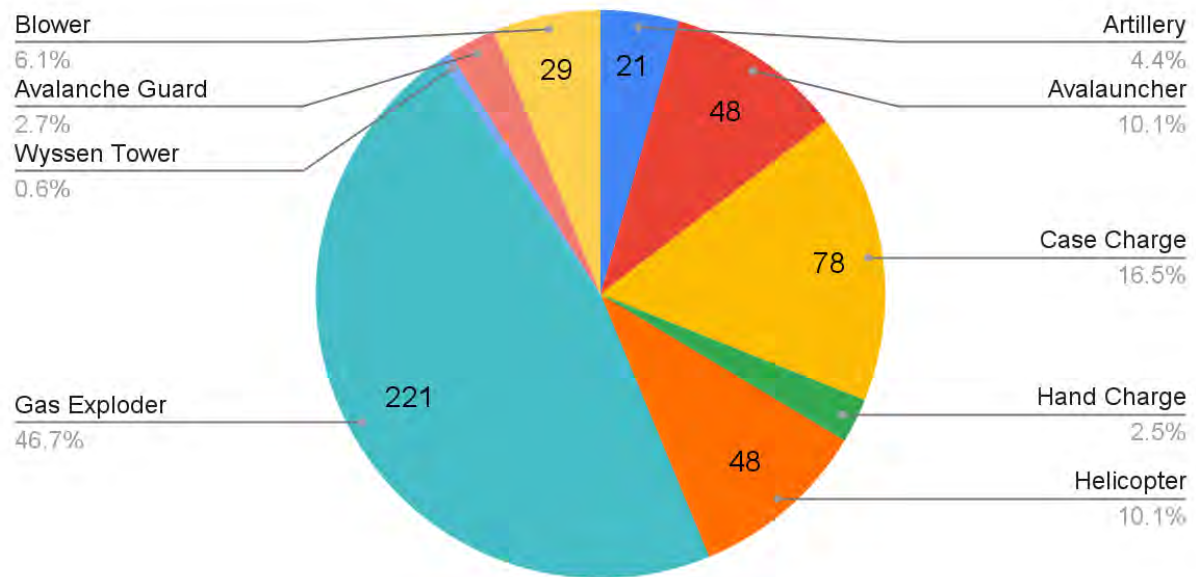
Hand Charge for Beginners

- October 29, 2025



Avalanche Safety Program

Total Explosives Used for Avalanche Hazard Mitigation During the 2024-2025 Season



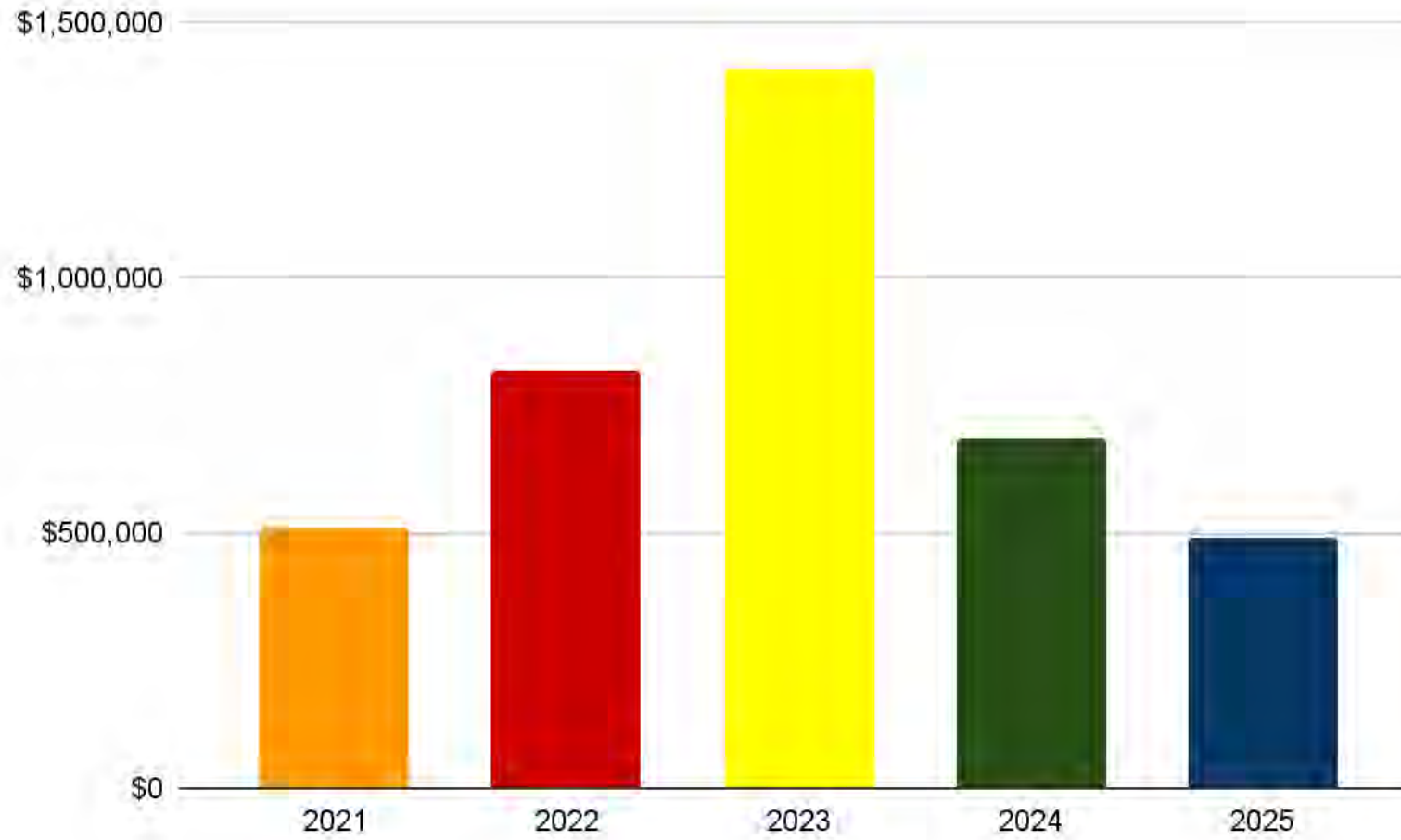
Total Number of Explosives Missions	104
Total Natural Avalanches in Highway Paths	211
Total Triggered Avalanches in Highway Paths	307
Centerline Covered (ft) Natural Avalanches	814
Centerline Covered (ft) Triggered Avalanches	7,660
Total Detonations for Avalanche Hazard Mitigation	474
Total Avalanche Closure Time (h.h)	78.6

Table 1: Total statewide numbers from CDOT's avalanche hazard mitigation program for the 2024-2025 season

Figure 1: Combined explosive use for all of CDOT's Maintenance Sections for the 2024-2025 Avalanche Year.



State Avalanche Costs

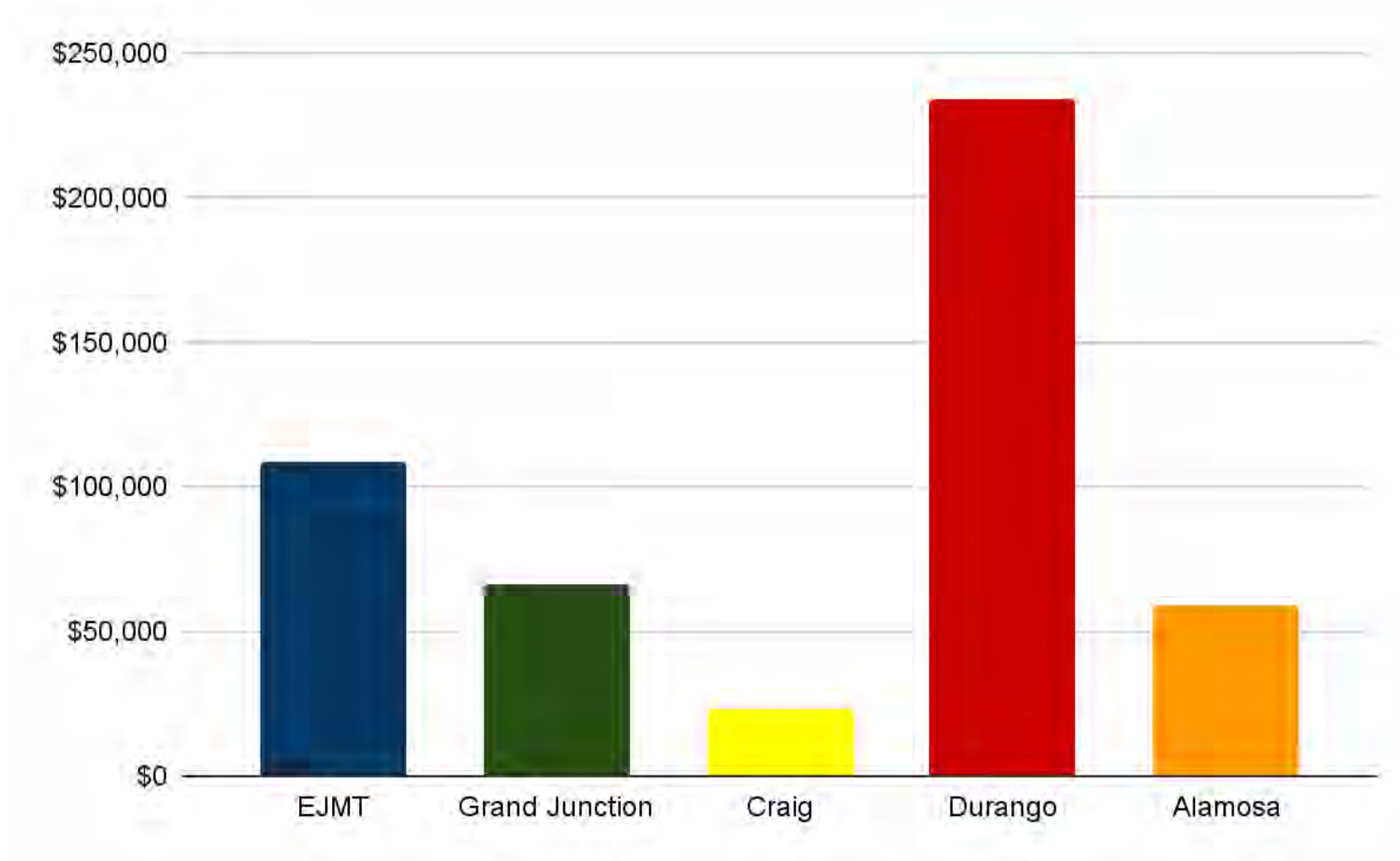


Over the past 5 years, the cost of avalanche maintenance activities has been approximately \$790,000.

The costs include mitigation, cleanup or recovery of unexploded ordinance and the cost to maintain road closures.



Section Avalanche Costs by Section





Questions?





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Statewide Transportation Advisory Committee

From: Hope Wright, Real Estate Asset Manager

Date: May 28, 2025

Subject: Rest Area Program Update

Purpose

Rest areas are vital to CDOT's transportation network and exist to provide the traveling public a safe place to pullover and rest. This memo serves to provide an update to the STAC about CDOT's 26 rest areas since the last update in February of 2024.

Action

Informational only, not action required.

Background

Brief History and Funding:

In the Mid 2000's, Region Staff and Executive Management made the decision to close several rest areas due to lack of funding for major repairs and safety concerns.

As a result of these closures the Transportation Commission established rest areas as CDOT's 12th asset and increased the overall asset management pool by \$6M with the Rest Area's asset receiving \$4M annually.

Due to asset management's five-year funding cycle, FY23 was the first-year rest area's received funding. Since that first funding cycle, CDOT's Property Management team made a commitment to building a sustainable rest area program.

Historic Inventory and Current Inventory

Prior to 2016, there were 33 rest areas statewide. Today there are 26 with that number expected to level off at 25. Plans are underway to permanently close the northbound and southbound rest area north of Pueblo on I25 and replaced with one rest area at exit 108. The new rest area at Exit 108 will be built in conjunction with an interchange project that will effectively serve both northbound and southbound traffic out of one facility instead of two for operational costs savings.

Today, three of the 26 rest areas are closed for renovations. The remaining portion of this letter will describe the status of the projects since becoming an asset.

Recently Completed Projects

At the Edwards rest area, a project to rewire the entire site to fix faulty exterior lighting and add a metering system to limit the amount of water RVs can take while dumping waste

was recently completed for a total cost of \$350,000. The exterior wiring and lighting was needed for user safety while the metering system was identified as a cost saving measure by Region staff. Property Management anticipates utilizing this same metering system at Fruita and Rifle in 2026.

Colorado City (aka Cuerno Verde) received a completely new HVAC system along with several flatwork repairs to the exterior walkways and landscaped areas at a cost of \$250,000. The exact same treatment is expected for Trinidad (aka El Moro) in the next few years.

The Holly rest area received a complete interior remodel that was required to make it ADA compliant. The rest area now boasts new tile, modern fixtures, and new mechanical, electrical, and plumbing at a total cost of \$300,000.

Current Projects - Nearing Completion

The Arriba rest area has been closed since February while it undergoes a complete interior remodel expected to cost \$460,000. The remodel was the result of faulty plumbing causing leaks that eventually rusted out the floor joists and metal decking. Unfortunately, the only way to fix the rusted flooring system was to tear everything out and replace it with new. Resulting in a completely new interior including new fixtures, tile, dividers, and of course plumbing. Arriba is the second busiest rest area in the state and is expected to re-open this month.

Smaller projects at the Virginia Dale and Sterling Rest areas will also be wrapping up late this summer or early fall. Virginia Dale will get a new fence and leach field, while Sterling will receive new exterior lighting.

The Vail Pass Rest area is the largest project currently under construction. Vail is the busiest rest area in the state and is undergoing complete redevelopment that will see parking capacity more than tripled, with separated freight parking, and restroom capacity more than doubled. The project also includes fresh water and wastewater treatment, interpretive elements, and improved site Management. Funding shortfalls and shortened construction caused by working at an elevation of 11,000 have delayed this project, however, the project is expected to wrap up in 2025 at a total cost of \$24.0M.

Future Projects - Near Term

The Shaw Creek rest area near South Fork is next in line for complete reconstruction. The original facility was constructed in 1968 and at just 400 sq. ft., it lacked space for ADA compliance and to meet current usage requirements. The new rest area will be ADA compliant, have twice the public facilities, and have integrated rest area operations. It will also have solar panels for energy efficiency and will remove almost 9 acres of irrigated turf, replacing it with xeriscaping for conservation. The Shaw Creek building design will serve as a prototype for all future rest area replacements. The rest area is expected to close in June, reopening in the spring of 2026 with an estimated cost of \$4.5M.

In collaboration with the Colorado Tourism Office (CTO) located within the Office of Economic Development & International Trade, the Fruita welcome center will also be getting a much need facelift. The CTO manages three of the four CDOT welcome centers and is financing, what they hope will be a prototype for the two remaining welcome centers, a branding and interactive experience that will require the complete interior remodel of the

Fruita rest area. This project will be much like the Arriba remodel, however, it will also include exterior landscaping, signage, and a play area along with the branding and interactive experiences that will allow visitors to be fully immersed in the welcome center. The rest is expected to close in June, re-opening in the spring of 2026 with an estimated cost of \$2.0M.

Future Projects - Long Term Projects

The aforementioned Pueblo rest area at exit 108 north of Pueblo will have municipal services provided by Pueblo West Water, which was ultimately the Achille's heel of the now closed Pueblo rest areas. Land acquisition, design (which will include stakeholder involvement), and final utility coordination will be completed in 2026 with construction starting in 2027 and wrapping up by the end of 2028. The total cost of both projects is expected to be \$45.5M with the rest area and associated utilities being \$10M of the \$45.5M.

The No Name, Bair Ranch, and Grizzly Creek rest areas located in Glenwood Canyon are also being evaluated for remodel or replacement over the next several years. This multi-year planning exercise will start with the Context Sensitive Solution (CSS) process which is required for all projects located in the central I-70 mountain corridor. The CSS process ensures that stakeholder values are incorporated throughout the planning, design, and construction process.

The CSS process will be completed for all three rest areas at the same time and should wrap up by the spring of 2027 with design of all three kicking off shortly after that. To minimize disruptions, only one rest area will be closed at a time for construction. The construction efforts will include replacing the wastewater treatment plants in conjunction with the rest area buildings. No Name will be the first to be replaced in 2027, with Grizzly creek following in 2028, and finally Bair Ranch in 2029 for at a total combined estimated cost of \$21.0M.

Challenges

CDOT rest areas are going to continue to face many challenges, however, CDOT's Property Management program is committed to developing a sustainable rest area program to preserve CDOT's network of rest areas.

Next Steps

Informational only.

Attachments

Rest Areas Program update presentation



COLORADO

Department of Transportation

Rest Area Update Hope Wright



Agenda



Overview

- Brief History & Funding
- Historic Inventory
- Current Inventory

Current & Recently Completed Projects

- Recently Completed
- Nearing Completion

Future Projects

- Near Term
- Long Term Planning

Challenges

- Current Condition
- Annual Funding Allocation



Rest Areas Overview

Brief History & Funding

Funding for CDOT's 26 Rest Areas

- Prior to 2023, rest areas lacked a dedicated funding source.

Transportation Commission

- The TC established Rest Areas as CDOT's 12th Asset in order to dedicate funding in support of a sustainable rest area program for highway safety.

CDOT Asset

- Guaranteed annual funding with a mission of preserving CDOT's assets.

Annual Budget

- \$4M across 26 rest areas

Unmet Need

- CDOT has calculated an unmet need of between \$20M and \$30M to get all rest areas to an acceptable letter grade of C or better.

Revenue Generation is Prohibited

- Title 23 USC § 111 and CRS 43-2-101(3), prohibits Rest Areas from competing with commercial establishments. No gas stations, EV charging, or food services.

Welcome Centers

- Three of the four managed by the Colorado Tourism Office (CTO) within the Office of Economic Development & International Trade (OEDIT)

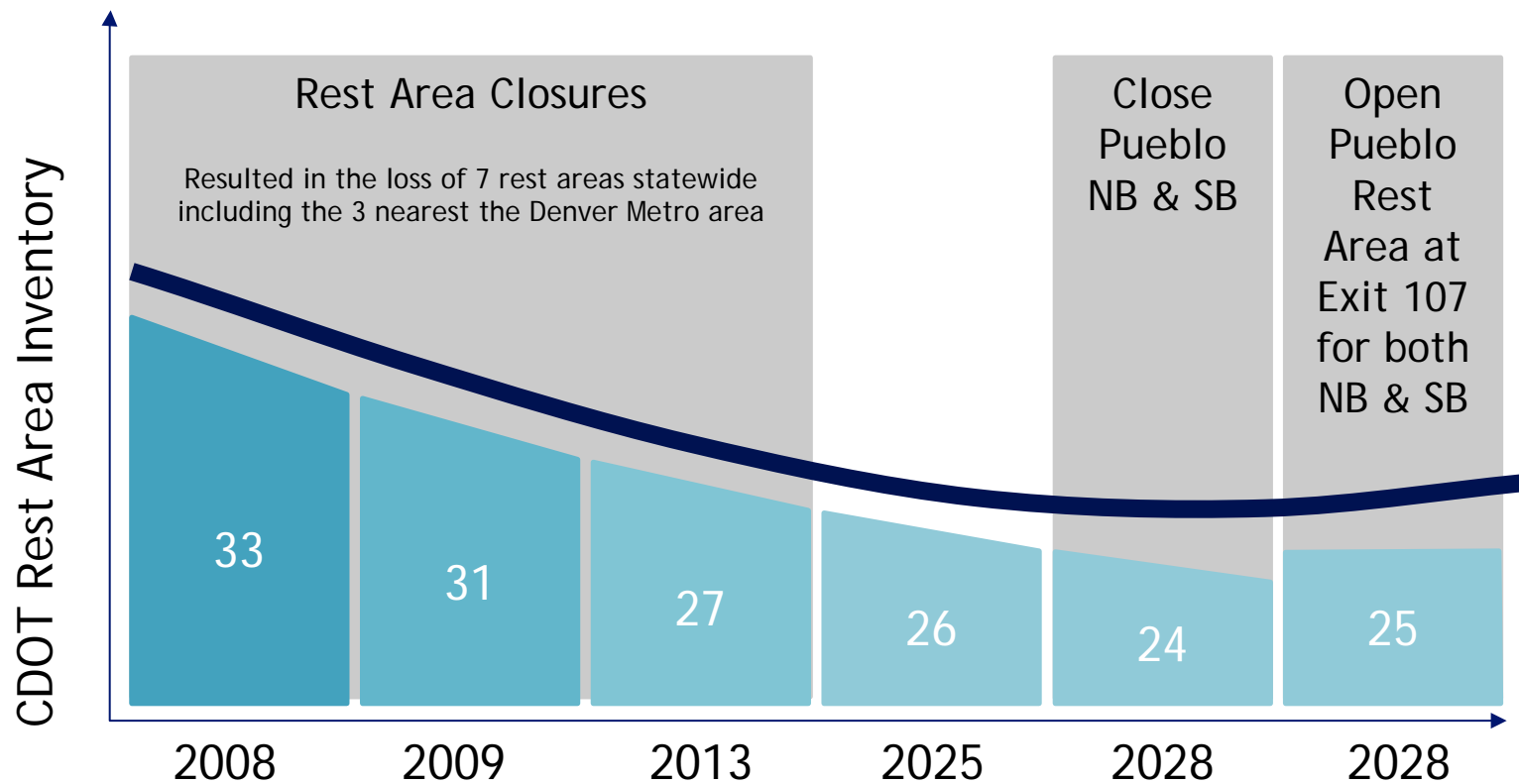
CDOT'S 12 ASSETS





Rest Areas Overview

Historic Inventory



During the mid 2000s, Region and Executive Management closed several rest areas due to financial constraints

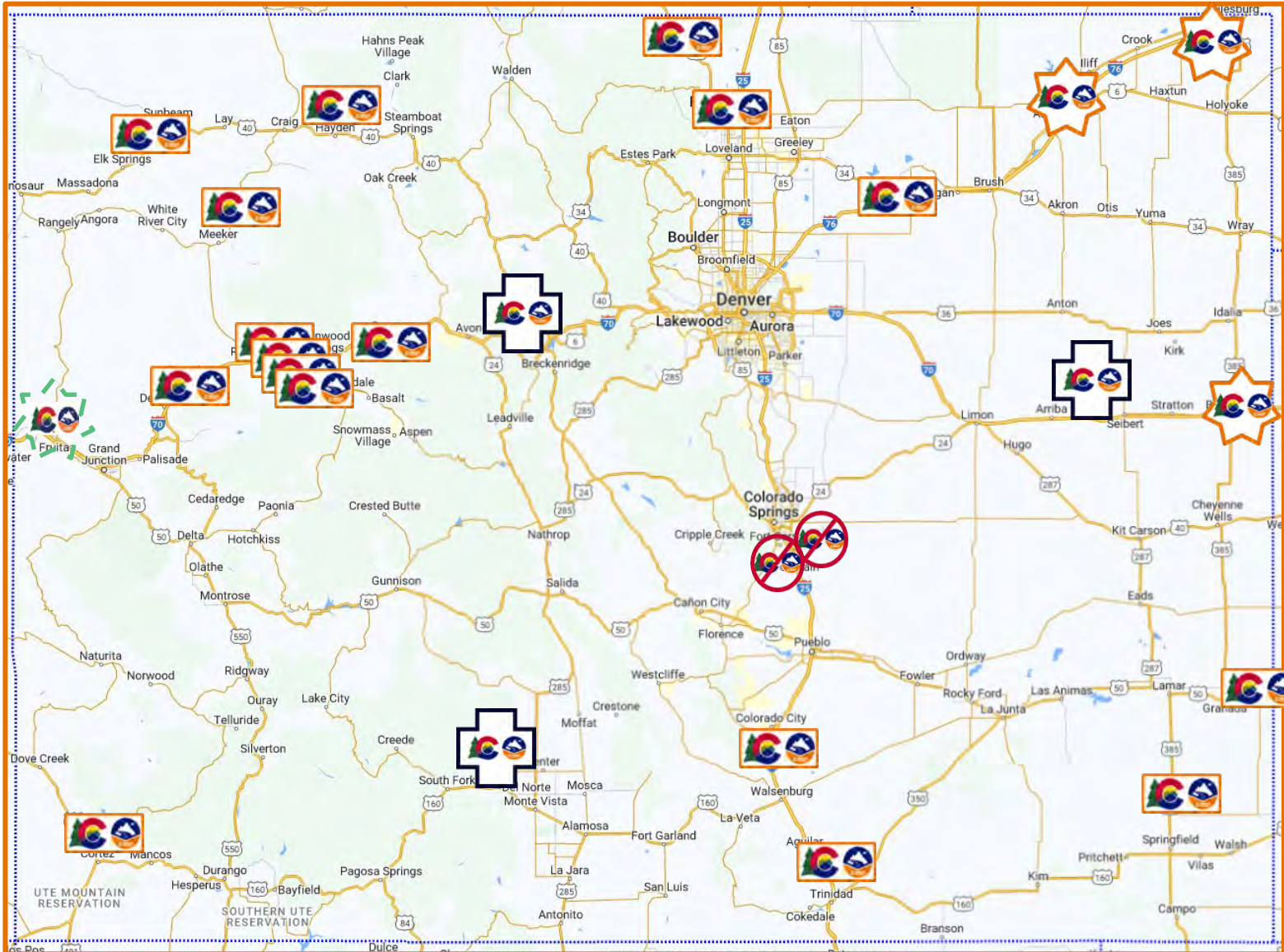
- As these facilities approached 60 years in age, CDOT lacked funding for major repairs, replacement, and/or the upgrades needed to meet current standards.
- In addition, as Colorado grew, some rest areas became more of a safety concern than a travel benefit.

- Closures prior to becoming an asset:
 - 2009 Larkspur NB and SB
 - 2013 West Glenwood Springs
 - 2013 Bennett
 - 2013 Hugo/Kit Carson
 - 2013 La Junta
 - 2016 Deer Trail



Rest Areas Overview

Current Inventory



Open



Open - Welcome Center



Welcome Center - future closure for remodel



Closed - Replacement in Process



Closed - Under construction





Rest Areas Current Projects Recently Completed



Edwards

Exterior Lighting
Metered water at RV
dump
Total Cost \$350,000

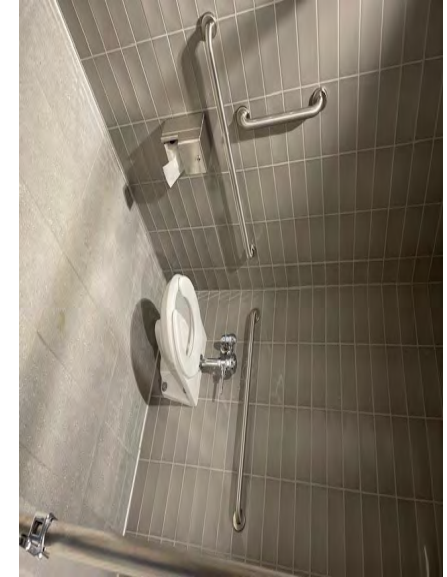
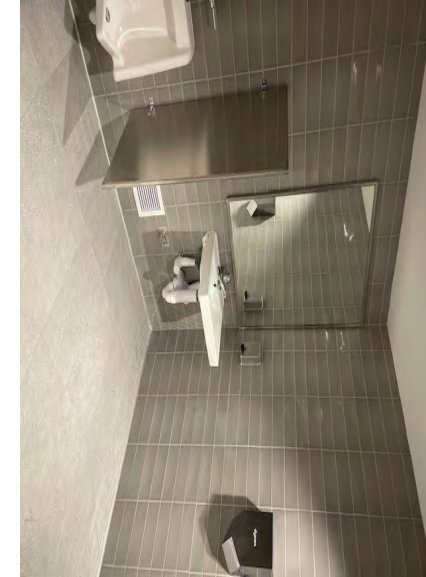


Colorado City

(aka Cuerno Verde)
Exterior flatwork repairs
& New HVAC
Total Cost \$250,000



Holly



Full Interior Remodel

- ADA compliant
- Modern fixtures
- New mechanical, electrical, plumbing

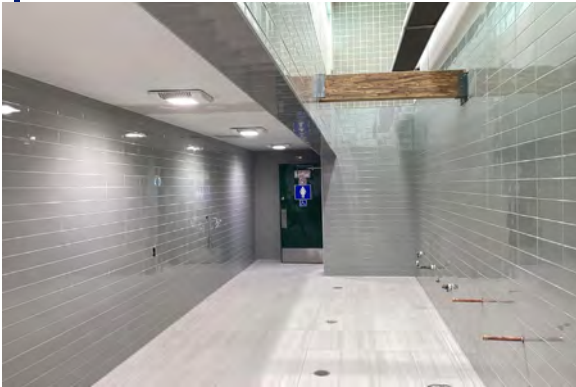
Total Cost \$300,000



Rest Areas Current Projects Nearing Completion

Arriba

Full Interior Remodel



Faulty plumbing:

- Did not meet current codes
- Rusted out the metal floor joists and decking
- 2nd busiest rest area in the state

Mitigation required:

- Full interior demolition
- Structural repairs
- New plumbing, fixtures, and interior finishes

Planned completion: June 2025

Total Cost: \$460,000

Planned completion:
Late summer/early fall 2025



Virginia Dale

- New leach field & fencing
- Total Cost: \$200,000

Sterling

- New exterior lights
- Total Cost: \$183,000





Rest Areas Current Projects Nearing Completion

Vail Pass

Full Reconstruction

- Busiest Rest Area in the state
- New rest area building
 - 6 Restrooms with 22 Facilities (up from 2 and 10)
- Expanded parking
 - 248 spaces (up from 76)
- Fresh water treatment & storage
- Wastewater treatment
- Interpretive elements
- Improved site management
 - Forest Service building
 - Integrated maintenance facilities
 - Relocated bike path
 - New access road



Before



During



After (architectural rendering)



Construction Timeline

- **Original:** May 2022 to October 2023
 - Delayed start due to funding shortfalls
- **Modified:** May 2023 to October 2024
 - Short construction seasons pushed completion from 2024 to 2025

Total Cost: \$24M





Rest Areas Future Projects Near Term

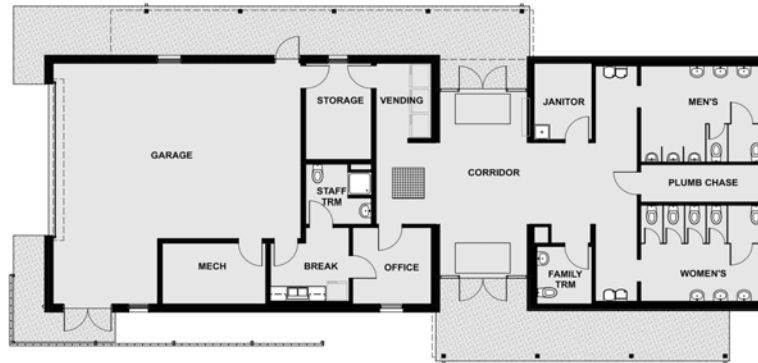


Design Features

- Rest Area Building
 - ✓ ADA compliant
 - ✓ Twice the public facing facilities
 - ✓ Solar panels for energy efficiency
 - ✓ Integrated rest operations allows for the removal of three outbuildings
- Convert irrigated turf to Xeriscape
- Building orientation and interpretive elements for historic context

Shaw Creek Rest Area

- East of South Fork on US160
- Full Reconstruction
- Original Rest Area constructed in 1968
 - ✓ Small size of just 400 SF was not adequate for ADA compliance or current usage
 - ✓ Failing infrastructure
 - ✓ Three outbuildings used to support rest area operations were also beyond repair
- Multiple acres of irrigated turf



Construction Timeline

- Project advertised in February of 2025
- Notice to proceed issued on 4/25/2025
- Demolition scheduled for June of 2025
- Substantial completion spring of 2026

Total Cost: \$4.5M



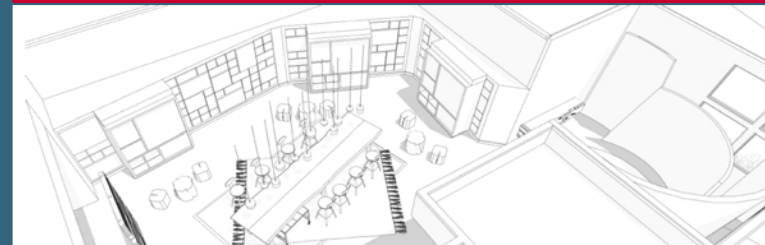
Rest Areas Future Projects Near Term

Fruita Welcome Center



Interior & Exterior Remodel

- To incorporate branding & interactive experience
- Financed by CTO managed by CDOT
- Total Cost \$2.0M

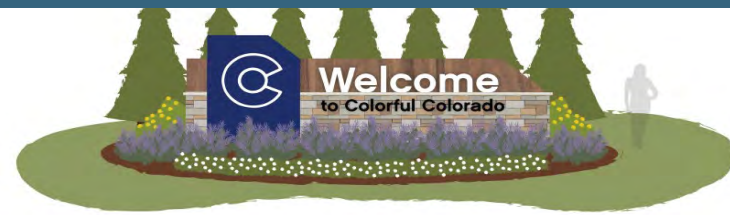


Goal: Develop Prototype

- Repeatable across all Welcome centers
- Implemented as funding is identified

Scope of Work

- Exterior: Landscaping, signage, play area
- Interior: full gut, including restrooms



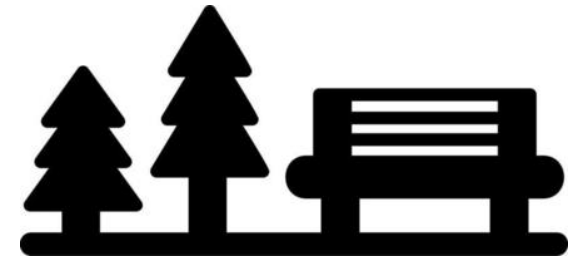
Construction & Design Timeline

- May 2025: Design complete
- June 2025: Start Construction
- March 2026: Complete Construction



Other Projects:

- Rifle and Fruita
 - Water metering system
 - Timeline: 2026
- Trinidad (AKA El Moro)
 - HVAC Replacement
 - Xeriscaping & exterior flatwork
 - Timeline: 2027





Rest Areas Future Projects Long Term Planning

New Pueblo Rest Area at Exit 108

Joint Project: TC funding to build rest area north of Pueblo in conjunction with a Region 2 interchange project. Will replace closed rest areas and serve both directions of I25.

Municipal Services

Municipal water and sewer are essential for the rest area's long-term success

Advisory Team

To ensure stakeholder values are incorporated into the design process

Safety, Mobility & Resiliency

Combining efforts to achieve multiple goals along major north/south corridor

Timeline

2026: Land acquisition, utilities, & design
2027: Start construction
2028: Construction complete by year end

Total Cost: \$35.5 Interchange
\$10.0 Rest Area



Glenwood Canyon Rest Areas

Joint Planning Effort: Simultaneously complete design and Context Sensitive Solution (CSS) process for No Name, Bair Ranch, and Grizzly Creek.

Minimize Disruptions

Replace wastewater treatment plants in conjunction with rest area reconstruction

Context Sensitive Solution

To ensure stakeholder values are incorporated into the design process

Critical

Rest areas are required per the Glenwood Canyon environmental impact statement

Timeline

2026: Complete CSS for all three
2027: Complete design for all three
2027: No Name reconstruction
2028: Grizzly Creek reconstruction
2029: Bair Ranch reconstruction

Total Cost: \$21.0M



Rest Areas Challenges



Lack of Dedicated Funding Prior to FY23

- The absence of funding resulted in most of the remaining 26 Rest Areas requiring major repairs or reconstruction

Multiple Failing Assets at Each Rest Area

- The most remote rest areas also have fresh water and wastewater treatment plants that have reached the end of their useful life

Distribution of Annual \$4M Budget

- \$600K for building maintenance and minor repairs split over 26 rest areas
- \$3.4M to for major repairs or reconstruction

Most Major Repairs or Reconstructions Require Multiple Years of Funding

- Current annual budget does not cover the cost of one project. Most projects need to be funded from multiple asset years.
- Backlog of major repairs and reconstructions provide few opportunities to address non-life safety projects or needs

Commitment to Rest Areas

- CDOT rest areas are going to continue to face many challenges, however, CDOT's Property Management program is committed to developing a sustainable rest area program to preserve CDOT's network of rest areas

