



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **in person** at CDOT Headquarters

2829 W. Howard Place, Denver, CO 80204

May 1, 2025, from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30-8:35	Welcome and Introductions	Gary Beedy, STAC Chair
8:35-8:40	Approval of the April Meeting Minutes	Gary Beedy, STAC Chair
8:40-8:50	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:45-9:15	TPR Representative and Federal Partners Reports (Informational Update) <ul style="list-style-type: none">Featuring in-person roundtable updates on regional plan development	STAC Members and Federal Partners
9:15-9:45	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:45-10:00	Break and Time for STAC Photo	
10:00-10:05	FY2026- 2029 Statewide Transportation Improvement Program (STIP) Adoption (Action Item)	Darius Pakbaz and Jamie Collins, DTD
10:05-10:35	Multimodal Transportation and Mitigation Options Fund (MMOF) Program Update (Informational Update)	Darius Pakbaz and Michael Snow, DTD
10:35-10:50	Revitalizing Main Streets (RMS) Program Update (Informational Update)	Darius Pakbaz and Neysa Bermingham, DTD
10:50-11:10	Freight Update (Informational Update) <ul style="list-style-type: none">Freight program update, including information about the Fuels Impact Enterprise (FIE)	Darius Pakbaz and Craig Hurst, DTD
11:10-11:20	Policy Directive 1905 “Risk and Resilience Program” Update	Darius Pakbaz and William Johnson, DTD
11:20-11:30	Other Business	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: April 3rd, 2025; 8:30 a.m. - 11:30 a.m.

Attendance:

Denver Area: Ron Papsdorf
Central Front Range: Dwayne McFall
Eastern: Gary Beedy (STAC Chair)
Grand Valley: Dana Brosig, Rachel Peterson
Gunnison Valley: Vince Rogalski (Previous STAC Chair)
Intermountain: Brian Pettit
North Front Range: Paul Sizemore, Kristin Stephens, and Becky Karasko
Northwest: Brian Cerkenik
Pikes Peak Area: Holly Williams (STAC Vice Chair) and Jon Liosatos
Pueblo Area: Eva Cosyleon and Wendy Pettit
San Luis Valley: Vern Heersink
South Central: Brian Blasi and Mitch Wardell
Southeast: Ron Cook and Stephanie Gonzales
Southwest: Heather Alvarez
Upper Front Range: Kevin Ross
Southern Ute: None
Ute Mountain Ute: None
Federal Highway Administration: None
Federal Transit Administration: None

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

- Toni German, representing Routt County Safe Crossing Committee, discussed the safety issues associated with the intersection of US 40 and Brandon Circle. There are schools on each side of the highway and residential neighborhoods along this high speed corridor, and the intersection lacks a stoplight and proper pedestrian crossing. There have been multiple rear end collisions as vehicles come to a stop so pedestrians can cross, among other close calls. CDOT has been paying attention to this intersection and there is data to support demands, so movement is being made on finding funding sources to implement the recommended interventions. There is a need to fund this

project and improve safety before anyone is injured or killed, and Routt County is calling for consideration of the Safe Routes to Schools grant program to fund this project,

- Commissioner Sonja Macys, also from Routt County, pointed to the other projects in the area, including passing lanes and support for passenger rail, that are working to account for the high growth and development Steamboat Springs is facing which puts additional traffic pressure on streets and raises safety risks in the area. US 40 is a high risk corridor and Routt County is asking for strong consideration in “left-behind” projects such as this, with regards to Safe Routes to School grants.

Approval of the March 2025 Meeting Minutes - Gary Beedy, STAC Chair

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

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

CDOT Update on Current Events - Herman Stockinger, CDOT Deputy Director

- There is not a lot to bring to the Transportation Commission (TC) this month, and thus the meeting is being scaled back to a Wednesday-only workshop. Updates and items include Bustang and rural mobility, the statewide plan development, the upcoming telephone town halls, a STIP public hearing, and conclusion of last month’s workshops and discussion items to approve via resolution - the Safe Routes to School project awards and Grand Valley MPO’s GHG report.

Transportation Commission Report - Gary Beedy, STAC Chair

- Discussion topics covered at the last Transportation Commission included:
 - The joint workshop with CTIO for SB184, regarding joint service updates and cost estimates for the passenger rail from Denver to Fort Collins, of which the TC was relatively supportive, while acknowledging the uncertainty of the cost and funding sources.
 - The Grand Valley GHG Report, which was well received.
 - A budget workshop, which will be covered under the legislative update.
 - A Bridge and Tunnel Enterprise (BTE) workshop discussing the revenue bond transaction.
 - A Statewide Plan update, including the telephone town halls and survey.
 - The Safe Routes to School (SRTS) review of this cycle’s recommended projects.
 - A presentation from Region 1 on efforts being made to clean up homeless encampments.

TPR Representative and Federal Partners Reports (Informational Update) - STAC Members and Federal Partners

- **Central Front Range:** Have not had a meeting since the last STAC meeting. Their next meeting will be April 14th, where they will discuss the development of their 2050 Regional Transportation Plan and identify their priority projects.

- **Eastern:** Their last TPR meeting was March 11th, where STAC Chair Beedy was elected Co-Chair of the TPR. They reviewed their list of projects for the 2050 Plan, and are still working through those. They opened their Multimodal Transportation and Mitigation Options Fund (MMOF) Call for Projects, but only one application has been submitted so far. Otherwise, gearing up for the summer construction season on I-70.
- **Pikes Peak:** Projects are all going very well, including I-25 between Fillmore and Garden of the Gods, and the construction of a bridge over the west entrance of the Air Force Base. Representative Williams sympathized with the Routt County regarding the issues of schools that are located on major/busy roads. They also had a military installation resilience review update.
- **Intermountain:** No updates, their next TPR meeting is April 18th.
- **San Luis Valley:** They approved their updated project list, and a wildlife crossing project east of Blanca has begun construction.
- **Southwest:** They are currently working on reviewing their MMOF applications, and will be making recommendations at their meeting next week. They are still in the process of updating their Regional Transportation Long Range Plan.
- **Pueblo:** They passed a resolution for the US50 SHIFT project, opened their MMOF Call for Projects, and have so far received five draft proposals, with final applications due in May. They are working on their 10-Year Plan project priority list. They discussed their GHG reduction scenario, and although they are behind other MPOs, they are making good headway. They also heard from CDOT on access requirements on different roadway classifications. They kicked off their 2050 LRTP with their consultants and the I-25 and US 50 interchange is making great progress.
- **DRCOG:** At the March Board meeting, there was a public hearing for the proposed Transportation Improvement Program (TIP), which was adopted to keep the timeline aligned with the Statewide Transportation Improvement Program (STIP). The Board had a robust conversation about SB-30, the Mode Choice bill, and has concerns about the additional required inventory work under this legislation and unfunded mandates associated with the bill. The Board discussed issues, challenges, and opportunities for the next Unified Planning Work Program (UPWP).
- **Gunnison Valley:** Had their third planning meeting recently, where they finished their list of initial projects and awarded their MMOF projects. Final paperwork for this is currently being finished up. The fourth planning meeting will be on May 8th, and they are hoping to wrap up the planning meetings after this. They are waiting for the weather to warm so they can start on projects and maintenance.
- **South Central:** No updates. Their next meeting is April 24th.
- **Northwest:** Mentioned that Winter Park has the most snow in Colorado this year. The next NWTPR meeting is next week and the agenda includes discussing priority projects, solidifying the 2050 Long Range Plan, and creating an election committee for selecting MMOF projects.
- **Upper Front Range:** They finalized and accepted their list of top priority projects, as well as their MMOF projects. This year, they approached project selection in a slightly different way, but they remain really focused on equity in this process. They received

updates from CDOT on their new plan, and will have their next meeting the first week of June.

- **Grand Valley:** Took their GHG Report to the TC in March and will be taking the Long Range plan to the Board at the end of April for approval. They are also working on a Motorcycle Safety Fest on April 26th, which will include demos, safety checks, safety skills courses, and booths.
- **North Front Range:** During the council's last meeting on March 6th, they approved the updated National Performance Measures for bridge condition to align with CDOT's updated targets and appointed Jon Mallo to the Front Range Passenger Rail (FRPR) Board. They asked the NFR Transportation Advisory Committee (TAC) to further refine the rankings for the Tier One roadway projects, which will come back to the Planning Council in June. Their next planning council meeting is this evening.
- **Southeast:** They are working with their Thriving Communities program that works to identify local projects seeking funding, which will complement their 2050 planning efforts. Their next meeting is April 23rd.
- **Southern Ute:** None.
- **Mountain Ute:** None.
- **Federal Highway Administration:** None.
- **Federal Transit Administration:** None.

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

State Legislative Update

- It is now day 87 of 120. Relevant bill updates include the Mode Choice bill, which was up in committee in March and referred to appropriations. This bill had a strike below amendment that changed focus towards creating a transit and active transportation gaps inventory. The new key requirements for CDOT and MPOS include creation of an inventory of gaps in transit, bike, and pedestrian gaps and the cost estimates to address them due July 1st, 2026. By October 31st, 2026, there will be a report presented to the Transportation Legislation Review Committee. For communities over 5,000, there is a requirement to submit planned transit, bike, and pedestrian projects in current plans to respective regional MPOs to ensure alignment and regional coordination. Encourage actions include identifying unfinished transit, bike, and pedestrian projects and prioritizing projects in disproportionately impacted communities (DIC) that reduce pollution.
- John Liosatos had concerns regarding the bill and asked for clarification on if this bill targets existing projects versus new projects. This is an issue in terms of cost and budget of incorporating new projects. CDOT is also required to do this, and he inquired if there is concern at CDOT about the potential price tag. It seems that it allows for incorporation of existing projects and planning process into this inventory and there is not an explicit requirement for additional projects. It seems that within the existing timeline, the inventory will not require much more effort on CDOT's end and will be filled with existing planning processes. However, CDOT is still monitoring the situation.

- Another bill, HB25-1303, regarding funding for motor vehicle collision prevention, had its first committee hearing on Tuesday. It passed the first committee and is now headed to the Finance Committee. It is the latest iteration of a Vulnerable Road User (VRU) bill, and provides 80% funding for VRU and 20% for wildlife, minus the cost of administration. Funding comes from a \$3.50 per year fee on auto insurance per vehicle, similar to other enterprises.
- Another bill, regarding the reduction to the Road Safety Surcharge, will result in a \$3.70 reduction in fees across all weight classes and a \$22 million reduction in total revenue each year over two years. CDOT will absorb the vast majority of that impact, and cities and counties will be essentially held harmless.
- The budget schedule is getting pushed back a bit, and some items may get left on the calendar. There have been big decisions around the transportation budget made in the last few weeks, such as SB25-257, regarding reductions to CDOT's General Fund Transfers, which will be accompanying the long bill.
- The Joint Budget Committee (JBC) has questioned the MMOF fund due to its high fund balance, and are sweeping \$71.8 million of awarded funds from that total balance of over \$300 million. This action will mostly affect local projects.
- CDOT is endeavoring to keep projects that are underway or soon to be underway moving forward, and don't anticipate that projects will have to stop this summer. However, CDOT will have to work with TPRs and MPOs to reconstrain the MMOF portfolio to account for this reduction. It is important to remember that there is still flexibility from the ongoing revenues feeding into the program. This will likely allow for preservation of existing awards, although other awards will likely have to be pushed out.
- Michael Snow pointed to the value in having already received applications and pointed to the importance of being aware of the specific situations and amounts within your TPR to guide decision making. Currently underway application cycles should be allowed to continue until acceptance of final applications, but then should be paused until new planning totals are clear, allowing for more informed decisions.
- Ron Papsdorf said it would be helpful to get estimates on how the sweep will be allocated to inform legislators of the impacts before the decision is finalized.
- Dana Wood said it would be helpful, especially for those working on final applications, to get something in writing to share with all the TPRs. CDOT has been working on these types of communications and likely will be able to provide something soon. The sweep is likely going to follow the TPR allocation formula to calculate how much funding is swept from each TPR. Most of the balance we are discussing was allocated through SB260. This is not an enterprise fund, so can be "raided". They are taking back the General Fund dollars they previously put in. It is important to remember the cut made to RMS, which is also made up of General Fund Transfers. The RMS cut will not affect any projects that have been awarded or are currently in process, but there will be no more funds going forward and will pause on accepting future applications.
- Other small updates include the denial of a request for Clean Transit Enterprise (CTE) continuous spending authority, however, three years of roll forward authority was authorized. Funding for the Marijuana Impaired Driving Program will be reduced to \$450,000 for awareness campaigns, as it is coming out of a fund that is already strained. In relation to the Capital Development Appropriation, the request for xeriscaping at a CDOT rest stop was denied, but CDOT is still being allocated the standard \$500,000 appropriation for general highway construction projects.

Federal Legislative Update

- Congress passed a continuing resolution to fund the government through the rest of the fiscal year, holding it at FY 2024 levels and will likely spend the summer putting together the next budget. The DOT is currently mainly focused on FAA issues. Safe Streets 4 All grants are out, which are available to local communities to perform studies to improve safety.

Rural Planning Grant Budget Overview (Action Item) - Darius Pakbaz, Director, Division of Transportation Development

Purpose:

- To provide a brief summary of the TPR Administrator meeting that occurred on February 6, 2025, and review an updated distribution formula for Rural Planning Assistance Program funds. Action item is to request STAC input via a STAC action/vote on the proposed formula for FY 2026 Rural Planning Assistance Program funds.
- There is a total of \$200,000 in federal funding set aside annually to support rural planning efforts, starting July 1st. Minimum base for TPR administration is \$8,000 and additional funding is added based on distance from CDOT HQ, duties of Chair and Vice Chair, and administration of tribal nations.

Discussion:

- CDOT is still looking to establish office hours for newer TPR administrators to learn from CDOT and other TPR administrators.

STAC Action: There was a motion to propose a vote on the proposed formula for FY 2026 Rural Planning Assistance Program funds, with a second from Holly Williams. The vote passed unanimously.

Safe Routes to Schools Update (Action Item) - Darius Pakbaz, Director, Division of Transportation Development

Purpose:

- To summarize information about the list of Safe Routes to School (SRTS) projects recommended for funding for Fiscal Years 2025 (FY 25) and 2026 (FY 26). Action item is to request STAC input via a STAC action/vote on the recommended SRTS grant awards ahead of the TC request for approval in April.

Discussion:

- There was discussion on why some projects were not selected, with specific regard to the Routt County project in response to the related. The applications that were not recommended either had incomplete applications that did not have the required aspects or data points, which applies to the Routt County application, or were simply not quite ready enough yet. Many of these applicants were pointed to other more fitting grant programs to support these projects or told to reapply next cycle.
- Rachel Peterson spoke on behalf of the selection committee, and explained how this year there was an increased award ceiling for infrastructure projects, which increased

the competitiveness of the selection process. There were 12 applications that were awarded and 10 that were not. She emphasized the data driven nature of the process.

- Kristin Stephens asked if the amount of program funding amount of \$5 million per cycle is expected to hold steady. There are no expected changes coming from Congress, so the amount is likely to hold at \$5 million per cycle for the foreseeable future. The reason that there was almost \$8 million to award this round was due to unspent funds from last round. Kristin Stephens also asked if this program is dependent on reauthorization of the Surface Transportation Bill, which it is.
- Holly Williams asked if an applicant does submit and misses some data point, if they are contacted by the Committee and provided an opportunity to amend their mistake. The application period is open for months and throughout this time, there are opportunities for potential applicants to be supported as they develop their applications. Concerns were also raised about equity and the spread of funds across the state. A big part of this program is ensuring that these grant opportunities are spread equitably across the state and historical data is looked at to ensure this. The Communities of Practice works to support this equitable distribution by supporting smaller communities with less experience or resources. Rachel Peterson stated that the committee is well aware of this issue for smaller communities, especially those who may not have a grant writer or any grant writing experience.
- Eva Cosyleon asked if they look at existing projects and their statuses if the same applicants reapply for another project. Sometimes applications come forward in phases, and the committee likes to see successful completion of the previous phase before awarding for the next.
- Stephanie Gonzales talked about her time on the committee and recalled how collaborative and in depth the process is.
- Holly Williams also asked if the eligible match is considered as a factor in project selection. She pointed out that developers tend to give the worst lots to schools, especially charter academies. One of the scoring criteria is strength of partnerships, so this aspect is important, but the match funding and source of match funding is less critical to project selection. The program wants to account for communities who may have less resources and aims to meet them where they are at.

STAC Action: Vince Rogalski motioned to propose a vote on the recommended SRTS grant awards, with a second from Kristin Stephens. The vote passed unanimously.

2050 Statewide Plan Update - Darius Pakbaz, Director, Division of Transportation Development

Purpose:

- To provide the STAC with an update about the Statewide Plan public engagement opportunities and the upcoming efforts for the upcoming year.
- Upcoming public engagement opportunities include the telephone town hall series and the statewide survey. Will be sharing more information with STAC and the public when

details with the vendor are finalized. Will likely come out as an email before the next STAC meeting.

- [2050 Long Range Transportation Planning Visualizer](#) is an important tool to share information with stakeholders and the public.

Discussion:

- Chair Beedy asked about the schedule for the telephone town halls, which are likely to start around the end of the month, potentially the 29th, and run to the beginning of June. There is still lots of scheduling and coordination to be done.
- In terms of communicating with each TPR, CDOT has a distribution list for each jurisdiction, and outreach will likely come through multiple channels including phone and email.

2026-2029 STIP Development - Jamie Collins and Darius Pakbaz, Director, Division of Transportation Development

Purpose:

- The Draft FY2026 - FY2029 STIP was set to be released for public review and comment on March 31, 2025. As part of the release, CDOT staff provided an overview to STAC of the STIP and how it fits into the overall planning process.
- Next Steps and Milestones in the STIP development cycle include: 30-day public comment period, Public Hearing with the Transportation Commission in April, Transportation Commission adoption in May, FHWA and FTA final review and approval in June. With the FY 26-FY29 STIP becoming effective on July 1, 2025.
- CDOT is implementing a new STIP software to replace the existing Public Budget Formulation module in SAP, called Project Tracker. Hoping to get it up and running this spring, and it is currently in the final stages of development. Pikes Peak currently uses this software for project tracking.

Discussion:

- None.

Other Business - Gary Beedy, STAC Chair

- No other business.

Adjournment

The meeting was adjourned at 11:10 am.

Next STAC Meeting

- The next STAC meeting is scheduled for Thursday, May 1st at 8:30 am, in-person at CDOT HQ.
- If anything does come up related to STAC in the interim, 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

April 16, 2025, 1:00 p.m.

Workshops & Board Meeting

1:00 pm - 5:00 pm

Attendance:

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

Workshop

1. Mobility Systems Committee - Kay Kelly, Paul Desrocher, Jan Rowe

Bustang and Rural Mobility

Purpose and Action:

To provide an update on Bustang service metrics and current efforts. The Division of Transit and Rail (DTR) has several initiatives underway to plan for the long-term growth and sustainability of the Bustang system.

Bustang's full expansion level of service was reached on 12/16/24, doubling service on I-25 and tripling service on I-70 between May 2022 and December 2024.

The Snowstang seasonal service ridership increased 15% Year Over Year (YOY) on the four returning routes through the end of March.

The Bustang to Estes seasonal service is on track to launch on Memorial Day weekend, with no change to fares.

Outrider route changes include removal of the Telluride to Grand Junction route due to lower ridership and competing service from Montrose to Telluride through San Miguel Authority for Regional Transportation (SMART).

Systemwide ridership across the Bustang family of services is up 16% this fiscal year from last. However, it is undetermined if this is due to increased service or increased rates of ridership per standard unit of transit service.

Other updates:

- Region 1's Broomfield-Thornton and Lone Tree Mobility Hubs have begun construction.
- IGA for development of a new Bustang app, expected in August/September, with an employer-sponsored transit pass option.
- Working on procurement of 5-7 new Bustang buses to replace the aging fleet.

- El Rancho Park-n-Ride expected to be opening in late April/May with a new stop for Pegasus service on the I-70 mountain corridor.
- Current Statewide assessment of all Outrider stops is underway, and seven out of seven operated routes have reached 30% design as of today.

DTR staff are requesting to repeal PD 1605.0, the original PD that started governing the Bustang program. Bustang is now governed by other PDs, and thus PD 1605 is no longer necessary.

Discussion:

- Commissioner Ridder reinforced the desire from those in northwest Colorado for the creation of a route between Grand Junction and Craig. He receives many emails about this from county commissioners and other members of the public.
- Commissioner Garcia echoed the request for increased service in other parts of the state, in this case, southwest Colorado. He also asked for clarification on the DIA connection and the potential travel shed there, which is 70-80,000 people in northeast Colorado and southwest Nebraska. Federal legislation requiring airports to support intercity bus travel was also brought up. He also asked if Bustang family of services has connectivity to the Clean Transit Enterprise (CTE) funds and other planning and infrastructure grants. Bustang is not eligible for SB230 funding, which is targeted towards local agencies.
- It was explained that the Transit Connections study works to identify gaps in transit service, but it does not specify who should provide service to fill that gap, so there is opportunity to creatively partner with local agencies to close these gaps and potentially utilize funding that Bustang is not otherwise eligible for.
- Commissioner Cook asked if the North Line, with the addition of the mobility hubs, would see a travel time improvement. The response was that there is a negligible difference in travel time with the addition of two new stops, pointing to the efficacy of the new efficient stops. She also asked if Pegasus booking could be integrated into this new app, which is being worked on right now and reservations will be integrated into the app. She also asked about first and last mile (FLM) connections and any potential issues or considerations that DTR is making there. FLM is still in development, and some places have locally operated on-demand services and some fixed route services. This is being looked at and will be considered and built out in the future, even if there is little implementation happening now.
- Commissioner Parsons mentioned that she is often asked about the fare box recovery ratio over time and asked for some numbers on that and what the target ratio may be. As of last summer, the ratio was about 28%, which is decent compared to other cities and states, especially when taking into account the unique context of Colorado. She also referred back to the idea of partnering with local agencies as a viable way to diversify transit services.
- Commissioner Gutierrez gave some kudos to the program, and pointed to the positive comments he hears from citizens about the additional service along the North Line.
- STAC Chair Beedy stated that Eastern TPR feels that they have not had as much involvement in the Transit Connections study, and would like to increase their on-demand services rather than starting a fixed-line service. On-demand services are crucial for medical services especially. He also said that STAC should weigh in on the

repealing of PD 1605 and CDOT should continue to look at the fare recovery ratio and keep some sort of goal in mind.

- Commissioner Adams asked about purchasing buses domestically or internationally and how that would be affected by the current international economy and introduction of tariffs. While the buses are Buy America compliant, there is some assembly done in Canada and they will be affected to a certain extent by tariffs, but the actual amount is unknown. As soon as DTR gets quotes, they will move forward, although quantity will be dependent on the quote amount.
- Chair Hart said that he hears on a regular basis that services should be extended to southern Colorado and that there are benefits from connecting southwest Colorado to I-25. DTR is waiting for the Transit Connections study to be finished before making any decisions or announcements, but that possibility is being looked at. He also asked when the TC might be able to look at the results of the study, and while the schedule is still not set in stone, TC is likely to see the draft as it comes to DTR staff, potentially in May.

2. Right of Way Condemnation Request- Project 24493 US 6 Elk Creek Bridge Replacement - Keith Stefanik

Purpose and Action:

CDOT Region 3 seeks condemnation authorization of two permanent easements and one fee simple parcel necessary for Project Number FBR 0063-066. Action item is a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings.

Upon condemnation authorization, this matter will be referred to the Attorney General's Office to gain possession through a court order. No further TC action.

CDOT is having a difficult time locating the owners of the property, as the last record of ownership was recorded in 1887, with nothing after that date. No offer has been made on those parcels due to this, although they are valued at just over \$6,000.

Discussion:

- Commissioner Cook asked if the bridge was owned by CDOT, which it is, but it was built so long ago that it is unknown if there was an owner that was consulted at the time of construction.

Transportation Commission Regular Meeting

Call to Order, Roll Call

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

Open Public Meeting on Draft FY 2026-FY2029 STIP - Jamie Collins

- Public comment period is open April 4th to May 9th.

Public Comments

- None.

Comments of the Chair and Commissioners

- Commissioner Garcia attended the SWTPR meeting last week, which had lots of good discussion, and has been working on a number of issues with CTE with the Director. He announced that he will not be seeking reappointment of his District 8 seat, and has reached out to the SLVTPR and SWTPR chairs to let them know that the position will be open and encourage them to apply.
- Commissioner Cook attended the JeffCo TAC meeting this week, and mentioned the discussion there regarding the lack of focus along Sheridan Blvd. and the importance of intergovernmental cooperation when performing studies and projects in this area.
- Commissioner Ridder discussed the recent focus on the Front Range Passenger Rail (FRPR) and the recent presentation made to the Steamboat City Council on this project, which garnered good feedback. His other focus has been on wildlife corridors and alternative methods of financing these sorts of projects. He has spent time speaking with people in California who have recently put up the largest wildlife overpass in the country and funded it without any state or federal funds.
- Commissioner Bowman attended the most recent STAC meeting and said it was very informative, and gave a shoutout to the GVMPO for their efforts on the GHG report.
- Commissioner Parsons mentioned the annual Space Symposium that was hosted in Colorado Springs recently, and thanked the CDOT team for helping with cleanup.
- Commissioner Gutierrez attended the MPO meeting recently, where discussion focused on transit and growth along the area's main corridors.
- Commission Vice Chair Adams mentioned the Douglas County Transportation Steering Committee, which meets regularly and has an admirable approach to addressing issues throughout the county. He also encouraged everyone to attend the CTE meetings that are coming up. He mentioned his concerns regarding activity at the national level and the recent increase in punitive approaches to those pushing for Diversity, Equity and Inclusion (DEI) initiatives, especially by withholding funds or using other financial punishments. He applauded the State's position in support of these DEI initiatives and pushed them to continue to support equity initiatives across the state, especially as they do not fall under the jurisdiction of the federal government.
- Commission Chair Hart thanked Commissioner Garcia for the work he has done with the Transportation Commission. He also expressed his support for the FRPR project. He pointed to the questions raised by local governments at a recent MPO meeting about access permits, and suggested that this conversation be continued, as the needs of people need to be balanced with practicality and legal requirements.

Executive Director's Management Report - Shoshana Lew

- Executive Director Lew thanked the work done by everyone in this round of budget development. She also mentioned the current season of both spring snow and spring construction, as well as reminded folks about the Remembrance Day next week to honor the two workers killed last summer.

Chief Engineer's Report - Keith Stefanik

- With the 2025 construction season kicking off, he emphasized the need for safety. He also attended the recent Colorado Contractors Association award session, where several CDOT workers received awards. CDOT is looking for ways to improve the Capital Construction program and increase efficiencies to deliver projects on time and on budget.

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

- CTIO held its monthly board meeting earlier this morning, with no relevant action items, but held a briefing with a private partner on a US 6 project, and extended an offer to the Chair and Vice Chair to potentially coordinate a presentation on the US 6 private partnership project for the TC.

Legislative Update - Emily Haddaway

- Close to the end of the 2025 legislative session, and the long bill has passed both chambers, alongside a number of orbital bills. CDOT has some bills in the conference committee right now, and there is a proposed change by the Joint Budget Committee (JBC) in relation to the road safety surcharge reduction. The new proposed implementation date is in September, to give agencies more time to implement changes.
- The budget process is closing out and now there is movement on other bills, including the Mode Choice, Chain Law, Crash Prevention Enterprise, and Transmission Line bills.
- Commissioner Bowman thanked Emily for all her work during this legislative session.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy, STAC Chair

- STAC met April 3rd and had some public comments from Routt County regarding their project not being selected for SRTS funding. Later in the meeting, the selected SRTS projects were approved. There were presentations on the RPA funding overview, the Telephone Town Halls, and other legislative updates.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 20, 2025 - Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 - Lauren Cabot
- Proposed Resolution #3: Disposal: Rifle, Declaration of Excess; Parcels 1, 2 3, and 5 - Jason Smith
- Proposed Resolution #4: Repeal of Policy Directive 1605.0, Interregional Express Bus Service Program - Kay Kelly, Paul Desrocher

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Garcia and passed unanimously.

Commissioner Cook asked if the same provisions made by PD 1605 still held, just in a different PD, and pointed out that while attitudes towards fare box recovery have changed, it is still an important metric to track and report. Nothing under PD 1605 is not also covered under the other more relevant PDs and other reporting practices, and thus is obsolete.

Discuss and Act on Proposed Resolution #5: Condemnation Authorization for Project 24493 US 6 Elk Creek Bridge Replacement - Keith Stefanik

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

Discuss and Act on Proposed Resolution #6: 7th Budget Supplement of FY 25 - Jeff Sudmeier and Bethany Nicholas

The first request comes from Region 2 to reallocate \$3.1 million in cost savings from one project in the 10-Year Plan (I-25C and US160 intersection) to another project (I-25C North to I-25 for additional wall work and culvert extensions) that needs additional funding.

The second request is from Region 5 to increase the budget of the CO 17 to West of Antonito project by \$3.5 million to cover increased construction costs, and this would be covered by cost savings from other projects.

A motion by Commissioner Garica was raised to approve, and seconded by Commissioner Bowman, and passed unanimously.

Discuss and Act on Proposed Resolution #7: Acceptance of the GVMPO GHG Report - Darius Pakbaz

The report demonstrates modeled compliance under legislative requirements and results are supported by CDOT and have been verified by the Air Pollution Control Division.

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

Vice Chair Adams congratulated GVMPO on their good work on this report.

Discuss and Act on Proposed Resolution #8: Safe Routes to School (SRTS) Program and Approval of Grant Awards from the SRTS Advisory Committee - Darius Pakbaz

A motion by Commissioner Cook was raised to approve, and seconded by Commissioner Gutierrez, and passed unanimously. Commissioners Ridder and Garcia abstained.

Chair Hart raised concerns with the level of understanding of the projects that were submitted but not selected, and how these applicants can be supported in the future.

Vice Chair Adams asked for clarification on Commissioner Ridder's abstention from the vote, which is because he has gotten a lot of feedback from the community about the allocation of the funding and has looked into the lack of allocation of funding into District 6 this round, but also over time. He found that there is not a good ratio of money being allocated to the number of voters in this area. He did not feel it was appropriate to vote on this given his concerns.

In the future, the Commission is calling for more information on the process and the applicants, both those who are selected and those who are not.

Other Matters

- None.

Close Public Hearing on Draft FY 2026-FY2029 STIP - Jamie Collins

Adjournment

The meeting was adjourned at approximately 3:30 pm.

The next Transportation Commission meetings, workshops and regular meeting will be held on May 14th and 15th.



COLORADO

Department of Transportation

Division of Transportation Development

Memorandum

To: Statewide Transportation Advisory Committee
From: Darius Pakbaz, Director, CDOT DTD
Jamie Collins, STIP Team Manager, CDOT DTD
Date: May 1, 2025

Subject: Request for Endorsement for Adoption of the Draft FY2026-FY2029 Statewide Transportation Improvement Program (STIP)

Purpose

CDOT staff will provide an overview of the Draft FY2026 - FY2029 STIP, as well as a summary of comments received to date.

Action

CDOT staff is requesting that the Statewide Transportation Advisory Committee (STAC) endorse the adoption of the Draft FY2026-FY2029 STIP by the Transportation Commission during its regular meeting on May 15, 2025.

Background

The STIP is a four-year plan of transportation projects and is developed pursuant to 23 U.S.C. 135. The Draft FY2026 - FY2029 STIP is based on the guiding principles of the 2045 Statewide Transportation Plan and further incorporates projects from the 10 Year Plan, as well as projects selected as priorities through performance measures and asset management programs.

The Draft FY2026-FY2029 STIP was released for public review and comment on April 4, 2025. As part of the comment period, the Transportation Commission held a public hearing during its regular meeting on April 17, 2025. The public comment period will close on May 9, 2025.

To date, there have been six comments received regarding the draft document:

- 3 comments pertained to the validation of projects in the STIP;
- 1 comment pertained to expanding CDOT's programs to include a ride-share platform;
- 1 was a query as to how various plans are utilized for project selection; and





COLORADO

Department of Transportation

Division of Transportation Development

- 1 comment was regarding attendance for the public hearing.

The [Draft STIP](#) can be found on the external CDOT website. Comments regarding the STIP may still be submitted to Jamie Collins, STIP Team Manager, at jamie.collins@state.co.us through May 9..

At this time, staff respectfully requests the STAC's endorsement for the adoption of the FY2026 - FY2029 STIP.

Next Steps

Staff will request the Transportation Commission adopt the FY2026-FY2029 STIP at its regular meeting on May 15, 2025.





COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development (DTD)

Michael Snow, Transportation Planning Specialist, CDOT DTD

Date: May 1, 2025

Subject: Multimodal Transportation & Mitigation Options Fund (MMOF) grant program update

Purpose

To provide STAC with an update on the Multimodal Transportation & Mitigations Options Fund (MMOF) grant program.

Action

Informational Item. No formal action is requested at this time.

Background

The Colorado Legislature passed the Long Bill for the next fiscal year, closing a significant budget shortfall of \$1.2 B for the state budget. Both the Long Bill (SB25-206) and SB25-264 include the return (“sweep”) of \$71.4 M from the current Local MMOF fund balance. Future dedicated Retail Fee Revenues and the \$10.5 M annual General Fund transfers to MMOF remain unaffected.

Due to increases in retail delivery fee revenues and reconciliation of unallocated balances, the impact to the Local MMOF program is estimated to be a net reduction of \$53.2 M.

As of April 23, both the Long Bill and SB25-264 have been passed by the legislature and are awaiting signature by the Governor.

Next Steps

Staff are reconciling Local MMOF allocations by TPR and will distribute updated allocations and guidance for TPRs and MPOs on reconstraining awards to the updated allocations. To reconstrain awards, TPRs and MPOs may choose to delay awards, reduce awards, or cancel awards.

Attachments

Attachment A: Multimodal Transportation & Mitigation Options (MMOF) Updates presentation



COLORADO

Department of Transportation

Multimodal Transportation & Mitigation Options (MMOF) Updates



MMOF - State Budget Reductions

- The State of Colorado is facing a significant budget shortfall in the upcoming fiscal year. The Legislature's adopted Fiscal Year 2026 (FY2026) State Budget, working to close a nearly \$1.2 B budget shortfall, has implemented budget cuts impacting every state agency.
- MMOF impacts in the Long Bill (state budget) and SB25-264 includes:
 - The return ("sweep") of **\$71.4 M** from the current Local MMOF fund balance
 - Future dedicated Retail Fee Revenues & \$10.5M annual General Fund transfers to MMOF remain unaffected.



Reconciling Current MMOF State Revenues

- CDOT Staff have been working to reconcile actual current revenues relative to the estimates and projections used in the February 2024 TPR Allocations;
- Factors affecting FY2020-2025 TPR/MPO allocations:
 - **Reduction** - FY26 State Budget reductions
 - **Increase** - Actual Retail Delivery Fee collections in FY24-25
 - **Increase** - Reconciliation of unallocated balances
- Factors affecting FY2026-2029 TPR/MPO allocations:
 - **Increase** - Projected Retail Delivery Fees beyond FY2025



Updated TPR/MPO Allocations (state funds)

- Net FY2020-2025 Revenue changes (Local MMOF):
 - State Budget Cash Transfers (reduction): (\$71,400,000)
 - Reconciled Fee revenues and unallocated balances: \$18.2 million
 - Net Reduction: **(\$53.2 million)**
- FY2026-2029 Projected Retail Delivery Fee increases: **\$1.75 million**
- TOTAL Updated FY2020-2029 Local MMOF allocations:
 - Current (Feb 2024 allocation) \$279.4 million
 - Updated **\$227.9 million**



Next Steps

- Enactment of the Long Bill (state budget) and SB25-264
 - expected in May or June
- Finalization of Local MMOF Allocations by TPR
- Subsequent TPR/MPO decisions:
 - Amend existing awards to constrain to finalized Fiscal Year allocations through FY2029
 - Delay, reduce, or cancel awards as needed
- CDOT to provide TPR guidance & recommendations on constraining awards to new allocations

Questions

- For MMOF inquiries, please contact:
Michael Snow
Transportation Planning Specialist
michael.snow@state.co.us | 303.512.4123



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development (DTD)

Neysa Bermingham, Revitalizing Main Streets Planner, CDOT DTD

Date: May 1, 2025

Subject: Revitalizing Main Streets grant program update

Purpose

To provide STAC with an update on the Revitalizing Main Streets (RMS) grant program.

Action

Informational Item. No formal action is requested at this time.

Background

The Colorado Legislature passed the Long Bill for the next fiscal year, closing a significant budget shortfall of \$1.2 B for the state budget. Both the Long Bill (SB25-206) and SB25-257 include the elimination of annual General Fund transfers of \$7M to the Revitalizing Main Streets (RMS) program. These transfer cuts total \$49 million through 2032. This program does not have another funding source, and this action eliminates future funding to the RMS grant program altogether.

As of April 23, both the Long Bill and SB25-257 have been passed by the legislature and are awaiting signature by the Governor.

With future funding uncertainty, the RMS grant program will not allocate any funds beyond state fiscal year 2025 funds until budgetary actions are finalized via enactment of the Long Bill and SB25-257. As a result, the acceptance of future grant applications for RMS will be paused today, May 1st.

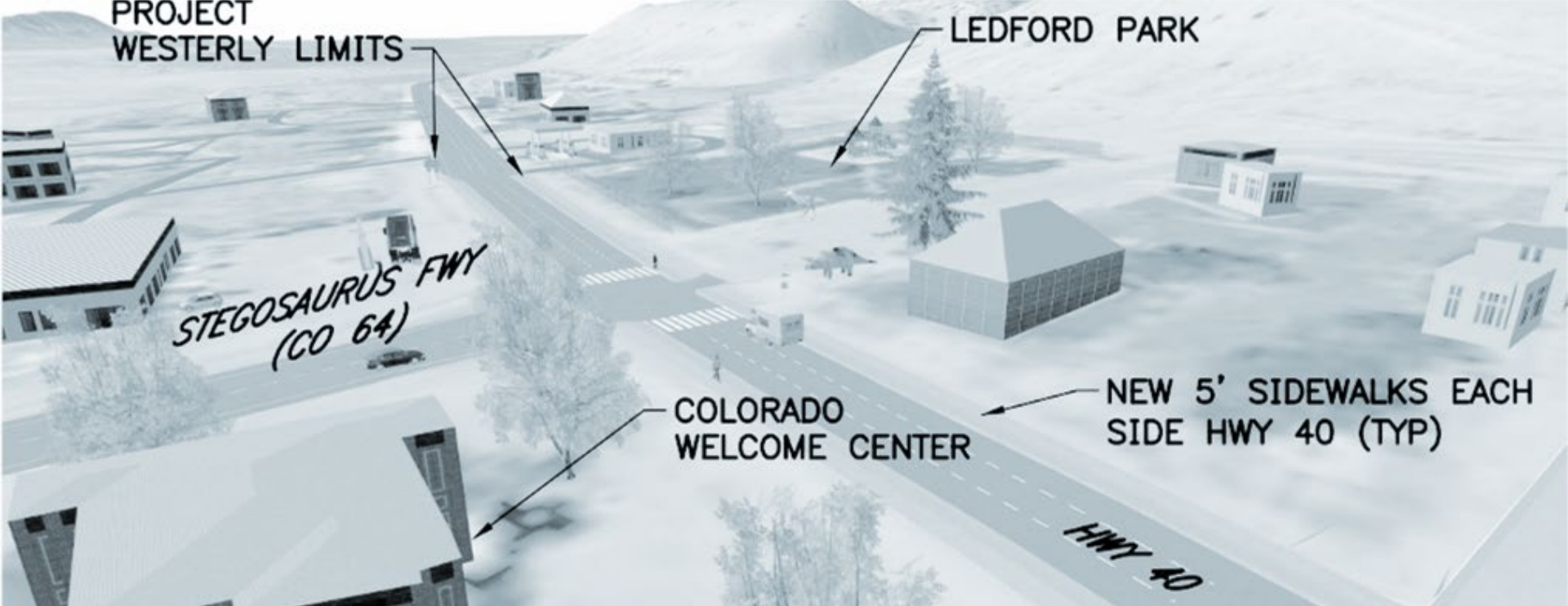
Next Steps

Staff will distribute the following communications:

1. an email to members of the public who have subscribed to the RMS email list
2. update to the program website

Attachments

Attachment A: Revitalizing Main Streets STAC Update presentation

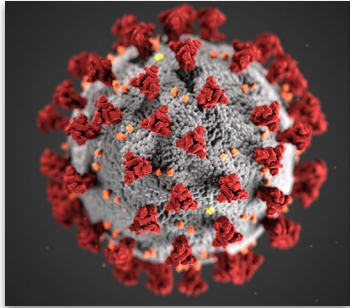


Revitalizing Main Streets

STAC update
May 1, 2025



History



March, 2020

- The COVID 19 pandemic begins
- Restaurants and bars closed due to physical distancing requirements



May, 2020

- Restaurants resume in-person dining
- FHWA allows temporary use of sidewalks and parking areas in highway right-of-way (ROW) for additional restaurant seating and/or retail space



June, 2020

- CDOT creates RMS grant to support downtown districts' active transportation and community vibrancy



261



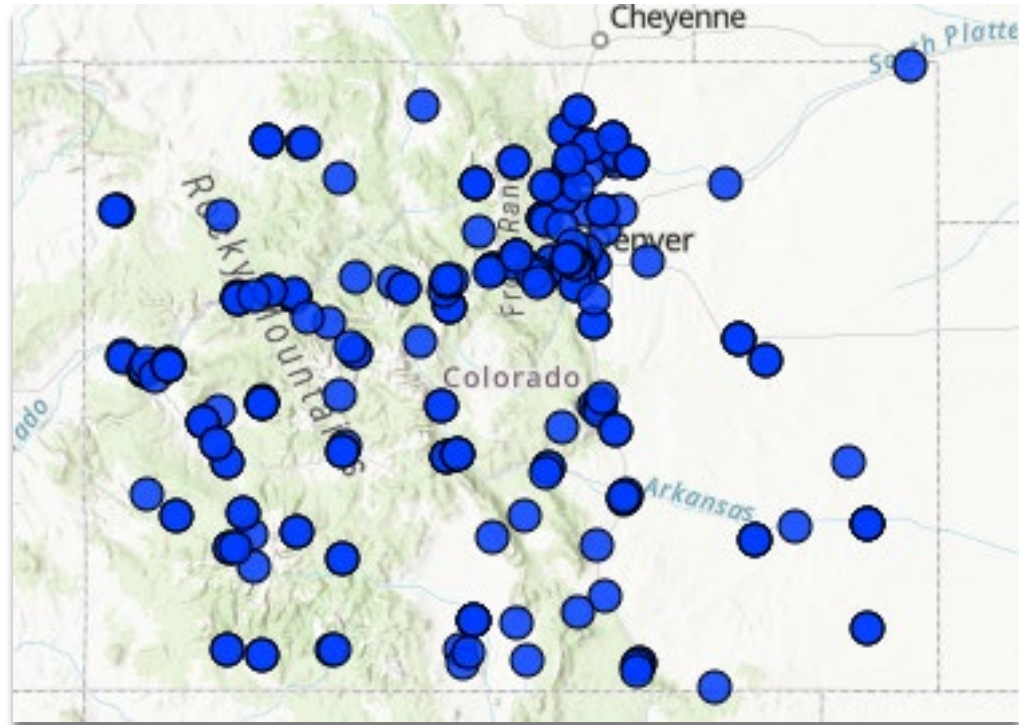
\$80M

2020-2024

- Over \$80M has been awarded through 2024 to 261 projects
- Projects have evolved from being responsive to the pandemic to strengthening downtown economic environments through active transportation, such as sidewalks, street trees, and bike racks



Statewide Reach





Statewide Reach

Las Animas County



Brighton



Fort Lupton



Parachute



Bayfield



What's Changing

Colorado is facing a budget deficit of almost \$1.2B for state fiscal year 2026.

For RMS, the adopted state budget:

- Eliminates future General Fund transfers to the Revitalizing Main Streets program. These transfer cuts total \$49 million through 2032.
- ***This action pauses future funding to the RMS grant program altogether.***



What's the Plan

The RMS program will:

1. Allocate remaining State FY 2025 funds by awarding eligible and selected projects submitted for the the **April 30, 2025 deadline**.
1. Pause allocation of additional funds, therefore **accepting applications will be paused beginning today**. Soon information will be shared:
 - a. on the RMS website
 - b. distributed to the RMS email list



Revitalizing
Main Streets



Direct any questions to:
cdotmainstreets@state.co.us





COLORADO
Department of Transportation

Board of Directors Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Craig Hurst, DTD Freight Mobility & Safety Branch

Date: April 24, 2024

Subject: Introduction and update on the Fuels Impact Enterprise

Purpose

This memorandum outlines the presentation on the introduction and current update on the Fuels Impact Enterprise, the actions of the board of directors, and an overview of the financial information associated with the enterprise.

Action

No formal action requested.

Background

Senate Bill 23-280, signed into law on June 6, 2023, established the Fuels Impact Enterprise within the Colorado Department of Transportation. This enterprise is tasked with improving the transportation of fuel and motor vehicle emissions. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose a fuels impact reduction fee as authorized by C.R.S. 43-4-1505(1), which was completed at the August board meeting.
- Issue grants as authorized by the fuels impact reduction grants program created in section 43-4-1506; and
- Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.

To carry out its duties and its business enterprise, the enterprise adopted a fuels impact reduction fee per gallon, beginning on September 1, 2023, to be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ship products from outside of Colorado to a point within Colorado. This fee cannot be more than six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon of fuel products delivered for sale or use in Colorado.

The enterprise will be tasked to administer the fuels impact reduction grant program, to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses, environmental mitigation, or

projects related to transportation fuel within the state. C.R.S. 43-4-1506 (2) requires the distribution of the first \$10 million of funds from the grant program to the following:

- \$6,400,000 to Adams County (64%)
- \$2,000,000 to the City of Aurora (20%)
- \$1,300,000 to El Paso County (13%)
- \$240,000 to Mesa County (2.4%)
- \$60,000 to Otero County (0.6%)

On anticipated revenues of \$15,000,000 in fiscal year 2025-26, these are the proposed allocations for consideration by the Board of Directors:

- \$10,000,000 for Local Agency Allocations per C.R.S. 43-4-1506 (2)
- \$4,795,000 for Statewide Fuel Movement and Freight Projects and Programs
- \$104,500 for Enterprise Administration and Operations
- \$100,000 for Board Contingency Funds

Other program updates at the October 2024 Board of Directors workshop, staff will give an update on the allocation of funds from fiscal year 2024 to local agencies, as required by statute, and the development of programs for allocation of funds for statewide fuel movement and freight projects.

Next Steps

CDOT staff will continue to support the Fuels Impact Enterprise in the efforts of completing the intergovernmental agreements (IGAs) with each political entity listed in the legislation. The draft IGAs are being reviewed for final approval, and we expect those to be complete in the first part of May. The first round of distribution should occur shortly after the agreements are signed.

Attachments

A - Memorandum - FIE Introduction and update on the Fuels Impact Enterprise

B - Presentation - Fuels Impact Enterprise April 2025 Update



COLORADO

Department of Transportation

Fuels Impact Enterprise

Darius Pakbaz - DTD Director

Craig Hurst - DTD Freight Mobility & Safety Branch Manager



SB 23-280

Hazardous Materials Mitigation

- Signed into law on June 6, 2023
- Established the Fuels Impact Enterprise
- Imposed the Fuels Impact Reduction Fee and Grant Program
- Extends the fee schedule of the Petroleum Storage Tank Fund (\$25 per tank truckload) until September 1, 2030.
- Additional Petroleum Regulations to be carried out by the Department of Labor and Employment (CDLE)





Fuels Impact Enterprise

General Overview

Officially Created on August 8, 2023; expires on January 1, 2030

Business Purpose: Improve the Transportation of Fuel and Monitor Vehicle Emissions

Enterprise Governance: The Colorado Transportation Commission shall serve as the Fuels Impact Enterprise Board of Directors

Enterprise Powers:

- Impose a fuel impact reduction fee
- Issue grants authorized by the fuels impact reduction grant program
- Issue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.
- Provide services set forth in C.R.S. 43-4-1506
- Other powers as implied by statute.





Fuels Impact Reduction Fee

As detailed in C.R.S. 43-4-1503, the Fuels Impact Enterprise Board was required to set the fuels impact reduction fee by September 1, 2023.

The fee was set by the Enterprise Board of Directors at **six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon** of fuel products delivered for sale or use in Colorado.

This fee will be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ships products from outside of Colorado to a point within Colorado.

The fee will not be collected if the fuels impact cash fund exceeds **\$15 million dollars**.



Fuels Impact Reduction Grant Program

C.R.S. 43-4-1506

Fuels Impact Reduction Grant Program
\$15 million

First “Allocation”
\$10 million

Allocation to Specific Local Governments

Second “Allocation”
\$5 million
Enterprise Administration

The Enterprise will be tasked with administration of the Fuel Impact Reduction Grant Program. Its purpose is to provide grants to certain impacted communities, governments, and transportation corridors for:

- Hazardous Mitigation Corridors
- Support Local and state products
 - Emergency Responses
 - Environmental Mitigation
 - Projects related to transportation of fuel within Colorado



Fuels Impact Reduction Grant Program

Political Subdivision Allocation - \$10 million

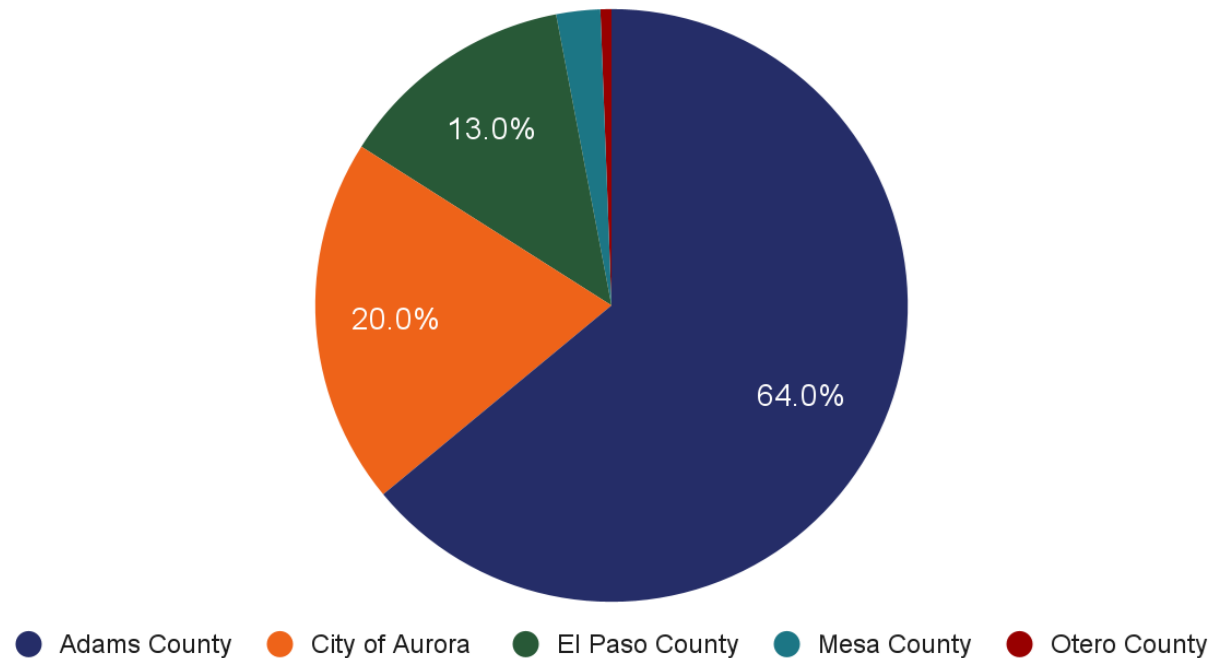
The first allocation of funds, as required by statute, are to the following political subdivisions for the improvement of hazardous mitigation corridors in the state prioritizing uses related to safety and environmental impacts

- Adams County - \$6,400,000 - 64%
- City of Aurora - \$2,000,000 - 20%
- El Paso County - \$1,300,000 - 13%
- Mesa County - \$240,000 - 2.4%
- Otero County - \$60,000 - 0.6%

If the enterprise is unable to distribute \$10 million, funds will be distributed in proportion described above.

If a political subdivision is unable to accept these funds, unacceptable amounts will be distributed to the other political subdivisions on a proportionate basis.

Political Subdivision Allocation - \$10 million





Fuels Impact Reduction Grant Program

FI Enterprise Administered Funds

The enterprise can allocate \$5 million dollars from the fuels impact cash fund, after the initial transfers to political subdivisions, and after providing for administrative expenses, to the enterprise for the following:

- Commercial Freight Corridors;
- State government projects related to emergency responses;
- State government projects related to environmental mitigation; or
- Support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.





Fuels Impact Enterprise FY24-25 Allocations & Expenses

Annual Distributions for FY24 & FY25		\$30,000,000
Adams County FY24 & FY25 Distribution		(\$12,800,000)
City of Aurora FY24 & FY25 Distribution		(\$4,000,000)
El Paso County FY24 & FY25 Distribution		(\$2,600,000)
Mesa County FY24 & FY25 Distribution		(\$480,000)
Otero County FY24 & FY25 Distribution		(\$120,000)
Board Directed Hazmat & Freight Distribution FY24 & FY25		(\$10,000,000)
Total Annual Distribution Expenses		(\$30,000,000)

Next Steps & Questions?

Next Steps

- We are in final review of the IGAs with the four counties and the City of Aurora. We anticipate signature approval within the next 2-3 weeks.
- The CDOT Freight team is working with the regions to identify quality freight projects that will be presented as options to the FIE board.
- FY24 funds to be transferred near the end of May and FY25 funds to be transferred sometime in September.





COLORADO

Department of Transportation

Division of Transportation Development

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

William Johnson, DTD Assistant Director for Performance and Asset
Management Branch Manager

Date: April 23, 2025

Subject: Policy Directive 1905.0 Updates

Purpose

The purpose of this memorandum is to provide information about updates to Policy Directive (PD) 1905.0, "Building Resilience into Transportation Infrastructure and Operations".

Background

The Transportation Commission adopted new PD 1905.0 in November 2018, building on the Department's efforts since the 2013 floods to formalize and encourage future resilience activities at CDOT so that the Department can proactively manage risks and successfully adapt to future challenges.

Updates

Accessibility requirements have been instituted since the original PD was adopted in 2018, and the document needed to go through remediation. We took the opportunity to assess the document and found no substantive changes need to be made. The PD is now formatted for accessibility and reflects the current program naming convention.

Action Items

CDOT staff are requesting review and feedback.

Contacts

William Johnson, DTD Assistant Director for Performance & Asset Management

will.johnson@state.co.us

720-284-8118

Claire Martini, Risk and Resilience Program Manager

claire.martini@state.co.us
720-450-7057

Expiration

Guidance from this memorandum will be reviewed on or before July 1, 2028.



COLORADO

Transportation Commission

2829 W. Howard Place, Suite 562
Denver, CO 80204

RELEASE MEMORANDUM

To: All CDOT Employees

From: Herman Stockinger / Debra Perkins-Smith

Re: New Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations"

Date: November 27, 2018

1. Name of New Policy Directive: "Building Resilience into Transportation Infrastructure and Operations"

2. Executive Summary: On November 15, 2018, the Transportation Commission adopted new Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations." This Policy Directive builds on the Department's efforts since the 2013 floods to formalize and encourage future resilience activities at CDOT so that the Department can proactively manage risks and successfully adapt to future challenges. The Division of Transportation Development is taking the lead to prepare CDOT to become proactive in maintenance and operations, in mitigating potential consequences, and planning for the future.

3. Office to Contact with Questions: Division of Transportation Development

4. Effective Date of New Policy Directive: November 15, 2018

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="checked" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject		Number
Building Resilience into Transportation Infrastructure and Operations		1905.0
Effective	Supersedes	Originating Office
11/15/18	New	Division of Transportation Development

I. PURPOSE

The purpose of this Policy Directive is to implement the principles of resilience into Colorado's transportation system practices. This will enable the Colorado Department of Transportation to proactively manage risks, minimize disruptions and adapt to changing conditions in order to provide continuous transportation service in Colorado. Colorado's transportation infrastructure directly or indirectly affects the lives of all people living in the state, and provides the essential services that underpin the state's economy and the movement of people, goods, and information. Maintaining a secure, functioning, and resilient infrastructure is critical to the state's safety, prosperity, and well-being.

The benefits of resilience are widespread, including fiscal benefits by saving the state money, social and economic benefits, by saving the public time and ensuring timely access to markets for businesses, and safety benefits, by taking action before a disruption becomes disastrous.

II. AUTHORITY

Transportation Commission pursuant to § 43-1-106(8), C.R.S.

III. APPLICABILITY

This Policy Directive applies to all operations of the Colorado Department of Transportation, including all offices, divisions, regions, and branches of the Department, including but not limited to the areas of planning, engineering and design, asset management, maintenance, mobility operations, and enterprise operations.

IV. DEFINITIONS

In Colorado House Bill 18-1394 Section 3, 24-33.5-703 (7.5), resiliency is defined as "the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges, including human-caused and natural disasters, and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations."

The American Association of State Highway and Transportation Officials (AASHTO) defines transportation resilience as "the ability to prepare and plan for, absorb, recover from, or more successfully adapt to adverse events."

V. POLICY

A. The Transportation Commission ascribes to the above definitions of resilience and directs the Colorado Department of Transportation to support state resilience goals by incorporating resilience in strategic decisions regarding transportation assets and operations.

B. To maintain a resilient transportation infrastructure, it shall be the policy of the Department to take proactive steps to manage risk and strengthen transportation system resilience, considering natural hazards such as floods, rockslides, avalanches, as well as man-made hazards that could have a debilitating impact on our infrastructure. These efforts shall seek to identify threats, plan better to reduce disaster losses, reduce vulnerabilities, minimize consequences to our assets, implement a risk-based asset management approach, and hasten response and recovery efforts related to transportation assets and infrastructure.

C. The Department shall also consider enhancing its operational resilience, both in transportation mobility and operations, but also in day-to-day enterprise activities. To develop enterprise resilience, the Department shall deploy a coordinated approach to manage risks to business operations, adapt to cyber threats and physical disruptions to daily activity.

D. The Resilience Program Coordinator's responsibilities include but are not limited to: providing guidance and support to Department staff in implementing resilience activities, directing and implementing resilience research, and creating a knowledge base of guidance and best practices for resilience in transportation.

VI. FISCAL IMPACT

The fiscal impacts of resilient actions will be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Resilient solutions are part of how the Colorado Department of Transportation operates and completes capital improvements, and will be incorporated if the long-term benefits outweigh the costs.

VII. IMPLEMENTATION PLAN

The Resilience Program Coordinator in the Division of Transportation Development will work with an Executive Oversight Committee and Resilience Work Group to develop a plan to implement this Policy Directive.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

Subject	Number
Building Resilience into Transportation Infrastructure and Operations	1905.0

VIII. REVIEW DATE

This Policy Directive shall be reviewed on or before August 2023.



Herman Stockinger, III
Transportation Commission Secretary

11-15-18
Date

Resolution #TC-18-11-32

Approval of New Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations"

Approved by the Transportation Commission on November 15, 2018.

WHEREAS, § 43-1-106 (8)(a) C.R.S. gives authority to the Transportation Commission of Colorado ("Commission") to formulate general policy with respect to the management, construction, and maintenance of public highways and other transportation systems in the state; and

WHEREAS, the principle of resiliency is based on being proactive in maintenance and operations to mitigate potential consequences, and to plan for the future; and

WHEREAS, a resilient transportation agency is prepared and positioned to take action, to restore services and build back better or relocate routes and assets when appropriate; and


WHEREAS, in 2018 the Colorado General Assembly passed HB18-1394, emphasizing the importance of resilience as an integral concept for state agencies; and

WHEREAS, the Colorado Department of Transportation ("Department") has made great strides in advancing resiliency within Colorado's transportation system; and

WHEREAS, the Commission supports the Department's efforts to make the Department a more resilient organization; and

WHEREAS, new Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations" directs the Department to formalize the efforts thus far to incorporate resilience at the Department.

NOW THEREFORE BE IT RESOLVED, the Commission herein adopts new Policy Directive 1905.0 "Building Resilience into Transportation Infrastructure and Operations."



Herman Stockinger, Secretary
Transportation Commission of Colorado

11-15-18
Date

**Policy Directive 1905.0**

Subject: Building Resilience into Transportation Infrastructure
and Operations
Effective Date: 11/15/2018
Supersedes: New
Originating Office: Division of Transportation Development

I. Purpose

The purpose of this Policy Directive is to implement the principles of resilience into Colorado's transportation system practices. This will enable the Colorado Department of Transportation to proactively manage risks, minimize disruptions and adapt to changing conditions in order to provide continuous transportation service in Colorado. Colorado's transportation infrastructure directly or indirectly affects the lives of all people living in the state, and provides the essential services that underpin the state's economy and the movement of people, goods, and information. Maintaining a secure, functioning, and resilient infrastructure is critical to the state's safety, prosperity, and well-being.

The benefits of resilience are widespread, including fiscal benefits by saving the state money, social and economic benefits, by saving the public time and ensuring timely access to markets for businesses, and safety benefits, by taking action before a disruption becomes disastrous.

II. Authority

Transportation Commission pursuant to § 43-1-106(8), C.R.S

III. Applicability

This Policy Directive applies to all operations of the Colorado Department of Transportation, including all offices, divisions, regions, and branches of the Department, including but not limited to the areas of planning, engineering and design, asset management, maintenance, mobility operations, and enterprise operations.

IV. Definitions

In Colorado House Bill 18-1394 Section 3, 24-33.5-703 (7.5), resiliency is defined as “the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges, including human-caused and natural disasters, and to maintain quality of life, healthy growth, durable systems, economic vitality, and conservation of resources for present and future generations.”

The American Association of State Highway and Transportation Officials (AASHTO) defines transportation resilience as “the ability to prepare and plan for, absorb, recover from, or more successfully adapt to adverse events.”

V. Policy

The Transportation Commission ascribes to the above definitions of resilience and directs the Colorado Department of Transportation to support state resilience goals by incorporating resilience in strategic decisions regarding transportation assets and operations.

To maintain a resilient transportation infrastructure, it shall be the policy of the Department to take proactive steps to manage risk and strengthen transportation system resilience, considering natural hazards such as floods, rockslides, avalanches, as well as manmade hazards that could have a debilitating impact on our infrastructure. These efforts shall seek to identify threats, plan better to reduce disaster losses, reduce vulnerabilities, minimize consequences to our assets, implement a risk-based asset management approach, and hasten response and recovery efforts related to transportation assets and infrastructure.

The Department shall also consider enhancing its operational resilience, both in transportation mobility and operations, but also in day-to-day enterprise activities. To develop enterprise resilience, the Department shall deploy a coordinated approach to manage risks to business operations, adapt to cyber threats and physical disruptions to daily activity.

The Risk and Resilience Program ~~Coordinator's~~ Manager's responsibilities include but are not limited to: providing guidance and support to Department staff in implementing resilience activities, directing and implementing resilience research, and creating a knowledge base of guidance and best practices for resilience in transportation.

VI. Fiscal Impact

The fiscal impacts of resilient actions will be considered within the scope of specific projects and will be incorporated based on cost-effectiveness, according to the results of benefit-cost analysis or qualitative subject matter expert assessment. Resilient solutions are part of how the Colorado Department of Transportation operates and completes capital improvements, and will be incorporated if the long-term benefits outweigh the costs.

VII. Implementation Plan

This Procedural Directive shall be effective upon November 15, 2018. The Risk and Resilience Program Coordinator-Manager in the Division of Transportation Development will work with an Executive Oversight Committee and Resilience Work Group to develop a plan to implement this Policy Directive.

The Office of Policy and Government Relations shall post this Policy Directive on CDOT's intranet as well as on public announcements.

VIII. Review Date

This Directive shall be reviewed on or before August ~~2023~~2030.

Herman Stockinger, III
Transportation Commission Secretary

Date of Approval



COLORADO

Department of Transportation

STAC Briefing - Policy Directive 1905.0

Claire Martini, Risk &
Resilience Program Manager



PD 1905.0

PD 1905.0 was adopted by the Transportation Commission in November 2018. It builds on CDOT's efforts since the 2013 floods to formalize and encourage future resilience activities, in order to proactively manage risks and successfully adapt to future challenges.

Current review:

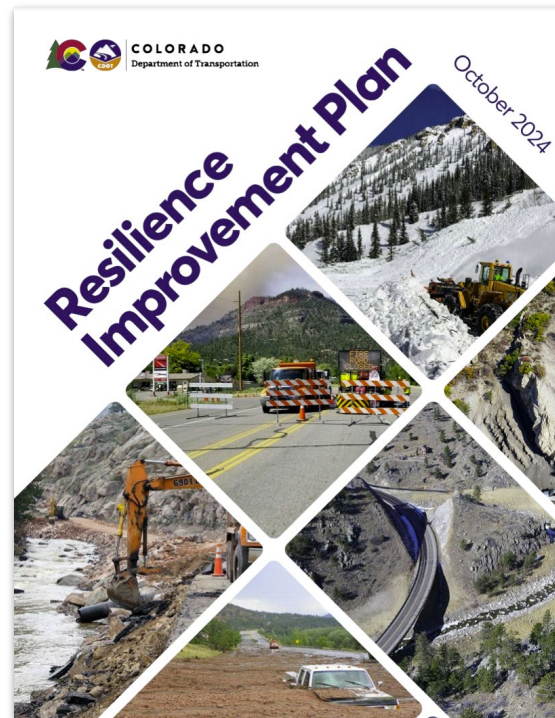
- Bring the PD into compliance with accessibility requirements
- Technical edit to program name/contact
- Overall, no substantive changes



Implementation of Risk and Resilience

The Resilience Improvement Plan (RIP) illustrates how resilience practices are being implemented into Colorado's transportation system processes.

- Access the RIP on the Risk and Resilience Program website:
<https://www.codot.gov/programs/planning/cdot-resilience-program>





Risk Management Process



Thank You

- We look forward to your review and feedback.
- For questions or comments on this presentation, please contact:
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 - Phone: 720-450-7057