

#### Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually** 

# September 4, 2025, from 8:30 AM to 11:00 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 August Meeting Minutes	Gary Beedy, STAC Chair
8:40 - 8:45	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:45 - 9:15	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:15 - 9:25	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:25 - 9:35	Break	
9:35 - 10:05	2050 Statewide Plan Adoption (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:05 - 10:25	Rural Roads Program Overview (Informational Update)  • An overview of CDOT's Rural Road Improvement Program	Darius Pakbaz, Director, Division of Transportation Development
10:25 -10:45	Strategic Highway Safety Plan (Informational Update)  • A review of the final Strategic Highway Safety Plan	Melodie Clayton, Traffic Safety Performance Manager, and Gabi Gamily, Traffic & Safety Planner
10:45 - 11:00	Other Business  • The October STAC meeting will be hosted in person	Gary Beedy, STAC Chair

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

# Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: August 7, 2025 8:30 -11:30 am

#### Attendance:

Central Front Range: Dwayne McFall

Eastern: Gary Beedy
Denver Area: Jacob Riger
Grand Valley: Dana Brosig
Gunnison Valley: Vince Rogalski
Intermountain: Dana Wood
North Front Range: Liz Heid
Northwest: Brian Cerkvenik

Pikes Peak Area: Holly Williams and John Liosatos

Pueblo Area: Eva Cosyleon San Luis Valley: Vern Heersink South Central: Mitch Wardell

Southeast: None Southwest: Sarah Hill

Upper Front Range: Kevin Ross

Southern Ute: None

Ute Mountain Ute: Brendon Adams Federal Highway Administration: None Federal Transit Administration: None

#### Welcome and Introductions - Gary Beedy, STAC Chair

• The meeting commenced at approximately 8:30 a.m. The Chair welcomed the three new commissioners: Barbara McLaughlin for Southwest Colorado, Elise Jones for Boulder, Broomfield, and Adams Counties, and Juan Marcano for Douglas and Arapahoe Counties. A vacancy remains for the Commission District that covers the City and County of Denver.

#### **Public Comment**

None

#### Approval of the July Meeting Minutes

• A motion to approve the July minutes was made by Commissioner Ross and Seconded by Commissioner Heersink.

#### CDOT Update (Herman Stockinger)

• Herman Stockinger began by congratulating Elizebeth Relford on her appointment to Executive Director of the North Front Range MPO. Stockinger noted the special legislative session that could potentially impact CDOT's budget. He also noted the state employee hiring freeze was impactful, but this only applied to less than half of CDOT positions. Stockinger welcomed the new Transportation Commissioners Barbara McLachlan, Juan Marcano and Elise Jones. There is still a vacancy for the city and county of Denver. The significant number of wildfires impacting Colorado's roads was noted, with closures on CO 13, CO 347, and US 40. Sean Smith, Director of Maintenance and Operations, added that most fires are on the Western Slope, and the largest are the Lee Fire at 45,000 acres and the Turner Gulch and Bright Draw fires at 26,000 acres.

#### Transportation Commission Report (Chair Gary Beedy)

Chair Beedy reported on the recent Transportation Commission meeting. Three new
commissioners were sworn in, and Terry Hart was reappointed. The commission
covered the transit study and a winter maintenance presentation. A proposal to sell an
old park-and-ride location was pulled from the agenda for review to vote on
separately.

#### STAC Representatives and Federal Planning Partner Reports

- Central Front Range: The TPR reviewed the CDOT 10-year plan, provided local feedback, and awarded Multimodal Transportation and Mitigation Options Fund (MMOF) projects. The change in administration back to the Upper Arkansas Area Council of Governments (UAACOG) from Canyon City is in process. UAACOG will take on the responsibility of TPR Administrator back from Canon City on October 1, 2025.
- Grand Valley: The ribbon-cutting for the new transit fleet maintenance facility was held on July 28. The Grand Valley Metropolitan Planning Organization (MPO) has hired a new transportation planner starting in October.
- Greater Denver: The Denver Regional Council of Governments (DRCOG) board held a
  public hearing for their public engagement plan, approved a licensure program for
  HVAC professionals, and received updates on the community-based transportation
  planning program. The DRCOG Board also adopted the Regional Roadway System and

- discussed the Transportation Improvement Program (TIP) projects. The draft active transportation plan is out for public comment through September 1.
- Gunnison Valley: The TPR is reviewing drafts for the 2050 plan and reevaluating MMOF projects due to the funding clawback.
- Intermountain: The TPR held a quarterly meeting on July 18 and allocated additional MMOF funding to the towns of Parachute and Avon.
- North Front Range: A meeting was held on July 10 where the emergency TIP amendment was approved to repair CO 60 in Johnstown. Presentations were given on the Front Range Passenger Rail District and the Mobility Program. Elizabeth Relford was welcomed as the new Executive Director.
- Northwest: The TPR had two meetings and approved two projects for Routt County and the Town of Hayden using MMOF money. There is \$265,000 in MMOF funding remaining, and a new call for projects is due by August 25. The next meeting is scheduled for October 16 in Fraser, where a new chair and vice chair will be elected for a two-year term.
- Pikes Peak Area Council of Governments (PPACG): PPACG is monitoring its projects and working with Shane Ferguson to make adjustments. They are holding a transportation workshop to discuss transportation tomorrow and next Wednesday. An intersection on Peterson road was allocated funding for safety improvements. A fatality occurred at the intersection a few years back.
- Pueblo Area: The Pueblo Area Council of Governments (PACOG) adopted two Highway Safety Improvement Program (HSIP) projects into its TIP and a new public participation plan. A transportation summit was held with the City of Pueblo and Pueblo County for public outreach on the 2050 Long-Range Transportation Plan and the Comprehensive Safety Action Plan. Additional MMOF funds were awarded to Pueblo Transit for a Youth Ride Free program.
- San Luis Valley: The TPR will meet in a couple of weeks to look at MMOF allocations and presentations of the Regional Transportation Plan and 10-year plans.
- South Central: The last TPR meeting was on July 24 in Trinidad. The 10-year plan is complete and entering its public comment period.
- Southeast: The TPR had a meeting in July and is close to finalizing its Regional Transportation Plan.
- Southwest: The TPR has not met since the last STAC meeting. MMOF award letters have been sent out. Archuleta County celebrated a ribbon cutting for their new transit facility in late June. The next TPR meeting has been rescheduled for August 20.
- Upper Front Range: The TPR is working through new budget restraints and has a meeting coming up in September.
- Ute Mountain Ute: The tribe is working closely with CDOT and is content with the state of the highways at this moment. They are focusing on minor maintenance at this time.
- Eastern: Subcommittees for the MMOF have been meeting. They have opened a call for projects for future funding and for projects in progress that may need additional funds due to budget increases. The long-range plan is being finalized and is expected to be adopted at the September meeting.

#### Legislative Report (Jamie Grim)

• Federal Legislative Update: The House and Senate Appropriations Committees have passed their FY26 budgets for transportation, but the bills are not the same and have not yet passed their respective chambers. The Senate bill has a slight increase in discretionary spending for the DOT, while the House bill has a slight decrease. Both bills are putting a significant amount of money toward the Federal Aviation Administration (FAA) and air traffic control.

#### Transit Connection Study Overview (Paul DesRocher)

- Paul DesRocher, Director of the Division of Transit and Rail (DTR), presented an
  overview of the Transit Connection Study. DTR was established in 2009 and is
  responsible for planning, developing, operating, and integrating transit and rail into
  the statewide system. The Bustang intercity transit network has grown significantly,
  carrying over 350,000 passengers in FY25, its highest ridership year ever.
- The Transit Connection Study aims to build on this success by creating a data-driven strategic vision to grow the network further. The study identified gaps by analyzing travel demand, community access, network connectivity, and equitable need, looking at factors like zero-car households and senior populations. The study proposes project types, such as new or extended corridors, optimized services, and improved stops/stations, and provides a prioritization framework for local and regional partners to leverage.

#### 2050 Plan Update (Marissa Gaughan and Aaron Willis)

- Marissa Gaughan and Aaron Willis provided an update on the 2050 Statewide and Regional Transportation Plans. The Statewide Transportation Plan is a federally required document updated every four to five years. It integrates findings from the Regional Transportation Plans and other CDOT plans. The public comment period is open through the end of August. The plan is broken into key content areas, including:
  - An introduction highlighting key accomplishments over the last five years and describing Colorado's evolving transportation needs.
  - Engagement and regional collaboration.
  - Goals and performance measures, summarizing priority areas like fixing our roads, advancing transportation safety, and increasing transportation choice.
  - Colorado's transportation story, detailing how the plan applies to different communities.
  - The transportation investment strategy, outlining CDOT's budget, the 10-year plan, and the five enterprises.
  - Implementation, focusing on accountability and transparency through data dashboards.
  - Future developments which discusses changes that will shape transportation, such as electrification and automation.

 Aaron Willis shared high-level findings from the Telephone Town Halls and Statewide Plan Survey, which received over 3,000 responses from 61 of Colorado's 64 counties. The most consistent themes were the condition of roads, transportation safety, and transit. When asked to rank priorities, respondents overwhelmingly chose "fixing our roads" first, followed by "advancing transportation safety," and then "sustainably increasing transportation choice."

#### Aeronautics Program Overview (David Ulane)

- David Ulane provided an overview of the Aeronautics Division within CDOT. The division works to support Colorado's 76 public-use airports and is overseen by the 10-member Colorado Aeronautical Board.
- The Division is funded exclusively by three state aviation fuel taxes, which generated about \$55 million this fiscal year. Approximately two-thirds of the revenue is disbursed monthly back to the airports where the fuel was sold, while the remaining 30% is used for the Colorado Discretionary Aviation Grant (CDAG) program.
- The division also supports aviation safety through publishing an airport directory and aeronautical charts, and maintaining a robust network of aviation weather stations and cameras.
- The Aeronautics Program recently partnered with the National Renewable Energy Lab to study alternatively powered aircraft, such as battery-electric and hydrogen hybrids, and are working to support the new infrastructure needed for these technologies.

#### Other Business

The next STAC meeting is scheduled for September 4, 2025.

#### Adjournment

The meeting was adjourned at approximately 12:00 pm.

## Transportation Commission (TC) Notes

Wednesday, August 20, 2025 - 12:00 PM

### Workshops

#### 12:00 pm - 4:15 pm Attendance:

Nine Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Cecil Guttierez, Elise Jones, Barbara McLachlan, Juan Marcano, Rick Ridder, Todd Masters, and Terry Hart.

#### 1.CDOT Disposal Process, Role of Transportation Commission, and Review of August Disposals - Hope Wright

**Purpose and Action:** To present the process for the acquisition and disposal of excess parcels of land, to explain the TC's role in the process, and to review August disposals. August disposals are Parcel 33REV3-EX, I-70 & Rainbow Hill Road (Evergreen/El Rancho Exit - El Rancho Park n' Ride) and Parcels 730-EX, 740-EXREV1, 740-EX REV1A, and E10-EX, I-70 at US 6 and 24 east of Parachute.

#### Discussion:

- Commissioner Cook expressed appreciation for this team's work.
- Commissioner Jones asked if the money from the sale always goes back to the region. Hope Wright responded yes.
- Commissioner Ridder asked who is purchasing these land parcels. Wright responded that it depends once it goes through the TC, it will either be someone exercising right of first refusal, or it will be put out to auction. In the case of Tejon, they used a broker because it was a high value parcel.
- Commissioner Cook re-emphasized that today is not the final decision for this process.

#### 2050 Statewide Plan Update - Marissa Gaughan and Aaron Willis

**Purpose and Action:** To present the approach and contents of the 2050 Statewide Transportation Plan and to discuss the public outreach that helped inform the plan. The plan incorporates Procedural Directive (PD) 14 by prioritizing fixing our roads, advancing transportation safety, and sustainably increasing transportation choice.

#### Discussion:

• Commissioner Jones found it interesting that passenger rail, transit, and sidewalks, crosswalks, and bikelines together (all from sustainable transportation choice) equaled the pavement repair and maintenance section in the public survey response asking how the public would prioritize the budget. She also asked if the responses were

- reflective of the state population. Aaron responded that the responses are a general confirmation that PD 14 priorities are representative of the state's needs.
- Commissioner Jones asks if there is a common definition for "transit." Aaron noted that passenger rail was separated from transit.
- Commissioner Marcano requested regional breakdowns for responses and echoed the desire for more definitions.
- Commissioner Bowman found it interesting that passenger rail, highway expansion, and transit were all 13% in the survey response about desired budget allocation.
- Marissa pointed out that 61 of 64 Colorado counties responded.
- Commissioner Cook was impressed and pleased on the emphasis on public opinion. She was also impressed at the 13% passenger rail support.
- STAC Chairman, Gary Beedy, would like to see these surveys done earlier in the process so regions know what to prioritize. He would like to see demographics of who was responding and notes that we should be clear on the definition for "transit."

#### Passenger Rail Overview and Updates - Maux Sullivan

**Purpose and Action:** Provide an overview of Passenger Rail and Mountain Rail projects and updates on Front Range corridors, along with explaining where the Passenger Rail team sits in CDOT, within the Office of Innovative Mobility (OIM) and the Division of Transit and Rail (DTR).

#### Discussion:

- Commissioner Ridder asked how long the Service Development Plan (SDP) will take to be finalized and ready for review by the TC. Maux responded that the Front Range Passenger Rail SDP should be finalized later this year and the Mountain Rail SDP is being finalized now, so hopefully, in the next month or so.
- Commissioner Marcano asked if there are risks of grants being taken back by the federal government. Maux responded that the Consolidated Rail Infrastructure and Safety Improvements (CRISI) 2020 grant is almost done and there is no indication that it is at risk. For the Corridor Identification Program (CIDP), the Front Range Passenger Rail District is the sponsor and would have the grant agreement with the Federal Rail Administration (FRA), so she can't speak to that.
- Commissioner Marcano asked if ongoing expenses for these programs are all coming from state funding. Maux responded that Mountain Rail is completely state funded and that Front Range Passenger Rail will need federal funding.
- Commissioner McLachlan asked if there is any consideration of including southwest Colorado in any way so they can use the rail. Maux responded that they are looking at where there are existing freight and underutilized tracks because building new track is expensive.
- Commissioner Cook asked if we can get the presentation about the financing for Front Range Passenger Rail sent to new commissioners.
- Commissioner Bowman asked if we have interaction with the tourism office about the mountain rail. Maux explained not yet because we need a truer sense of cost and timing first, but we have engaged with local state partners.
- Commissioner Marcano asked if annual ridership estimates are per month. Maux clarified that they are annual.
- Commissioner Cook noted that the Henderson facility is not on the corridor and asks how that helps with capacity. Maux responded that the Henderson site is for Union

Pacific (UP). Commissioner Cook asked if there is any non UP land that we need to acquire, to which Maux said not at this time. Commissioner Cook asked about thoughts of using a commuter rail station. Maux explained that we are doing more in depth study for that west metro area.

- Commissioner Gutierrez asked for a definition of "track upgrades." Maux explained it means instances where we need to upgrade freight tracks for faster speeds.
- Commissioner Bowman asked what operating joint service before going to voters
  means. Maux responded that it means looking at what can we do now or in the near
  term with local dollars and different resources to deliver on this promise of service on
  the front range.
- Commissioner Jones noted that there needs to be a sustainable dedicated source of funding for transit and that getting rail started is a way to expand operations.

#### Rural Roads Updates - Shoshana Lew and Keith Stefanik

**Purpose and Action:** Provide an update on rural roads work that has been done over the past few years, particularly for new commissioners, and to present some performance metrics and discuss how they relate to the next planning cycle.

#### Discussion:

- Commissioner Bowman expressed appreciation for work on CO 50, CO 13, and Burlington going from Kansas to Colorado.
- Commissioner Gutierrez asked about how we report miles from different regions by numbers. Shoshana explained that I-70 projects were not included so that other roads in the region would be prioritized.
- Commissioner Gutierrez asked how much of the improvements came from Colorado Transportation Investment Office (CTIO) projects done on I-25 to get us down to the 2.3% of miles rated poor. CDOT Executive Director Lew explained that all projects are included in this number and most are not managed lane projects. When projects are under construction, they're not included in the mile numbers.
- Commissioner Masters asked if we grade ourselves in regard to the other 18,000 miles in the state. Director Lew said that non-interstates are not prioritized for regulatory compliance in the same way as interstates. There isn't a national standard for non-interstates. We separately grade our Colorado roads on driveability.
- Commissioner Ridder asked how much funding comes from the federal government considering they have reporting requirements - do they provide dollars to meet those requirements. The response is that a majority of the CDOT Capital Construction Program is federally funded, not including Enterprises.
- Commissioner Bowman asked how we determine low vs. high driveability. The response is that the driveability model better quantifies the lifecycle of the pavement.
- Commissioner Jones noted that this was a great presentation. Her feedback is to make sure the presentation is understandable and complete without verbal presentation. We should point out in the presentation that we don't have historical data.
- Commissioner Cook expressed interest to know how much of the \$890 million in the related memo is behind us, or already spent.
- Commissioner Marcano noted there are a lot of projects on I-70 east of Aurora and wants to know where they are. The response was east of Picadilly interchange.

• Commissioner Gutierrez requested to get a copy of the new slide deck that will be created for the legislature.

#### Clean Transit Enterprise (CTE) Update - Craig Secrest

**Purpose and Action:** Provide background on the purpose of the Clean Transit Enterprise and to explain its funding and grants.

#### Discussion:

- Commissioner Masters clarified that funding comes from two different sources the retail delivery fee and the oil/gas fee.
- Commissioner Cook noted that it is interesting to think about microtransit if it connects people to larger transit stations.
- Kay Kelly, OIM Chief, expressed appreciation for Craig and his leadership with CTE.

# Transportation Commission Regular Meeting

Thursday, August 21, 2025 - 9:00 AM

#### Call to Order, Roll Call

Nine Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Cecil Gutierrez, Elise Jones, Barbara McLachlan, Juan Marcano, Rick Ridder, Todd Masters, and Terry Hart.

#### **Public Comments**

- Kathryn Mauz of Colorado Community Media, expressed, on behalf of 190 petition signatories, the value of the El Rancho Park n' Ride lot and how they are against proposed resolution 4 to dispose of the parcel. She noted that the lot is being used for ride sharing, a starting and ending point for cyclists, and performs functions consistent with CDOT's mission. She also highlights that this lot is the only place in foothills where four local and regional public transit services intersect and that it can be used in the future as well. She expressed that the disposal of the lot is not supported by the community who uses it.
- Susan Wood, of the Regional Transportation District (RTD), is a part of a stakeholder group working on an environmental clearance effort for I-270 work. She expressed appreciation for the collaboration with CDOT. Wood noted that service on the I-270 corridor will help the Flatiron Flyer deliver on time service for riders. She is a planner

- and has never seen a stakeholder process as outstanding as this and noted that there was a safe and respectful space with a diverse group of stakeholders.
- Julie Mullica, Adams County Commissioner, advocated for completion of I-270 and I-25 work. Every major highway runs through Adams county and impacts on quality of life and the economy are significant. The debate shouldn't be whether these projects need investment, but how. Adams county supports performance based solutions equity, emission reductions, and expanded transit. Adams county is a member of the North Area Transportation Alliance (NATA) working on mobility and congestion solutions, advocating for safety and operation improvements. Mullica invited Commissioner Jones and others to a study session with their board or a bus tour of the area. They would like to partner with CDOT to ensure community benefits and completion of the projects.
- No written comments were received.

#### Comments of the Chair and Commissioners

- Commissioner Masters noted that school is starting and everyone should be aware and slow down at crosswalks as school children cross the street. Motorist and pedestrian fatalities are still far too high.
- Commissioner Hart noticed peaks in reckless driving during mornings and midafternoons, with school starting up. The Commissioner reflected on the public survey, and agrees with the feedback that fixing roads is a priority and points out that citizens are seeing safety issues. Each and everyone of us must be an example on the road.
- Commissioner Ridder highlighted that Google should not be relied on to determine open or closed roads due to wildfires on the western slope. Everyone should plan trips out and do research before visiting.
- Commissioner Marcano celebrated one month on the TC. He is excited that the I-70 Picadilly interchange will be improved next fiscal year, which was the first issue he worked on at city council in 2019. Commissioner Marcano pointed out the importance of rural bus networks, and that he was surprised to learn that in some cases, car ownership is lower in rural areas than urban areas. It is important to fund connectivity in rural communities especially, with the loss of rural hospitals and clinics.
- Commissioner McLachlan also celebrated one month on the TC. She met with CDOT in Durango and went to Pagosa Springs. The people who originally called her to complain about progress in Pagosa Springs ended up thanking her and CDOT for their work. The work is being done several blocks at a time and she believes the community will appreciate that.
- Commissioner Jones also celebrated one month on the TC. She expressed appreciation
  for the public comment from Julie Mullica and others and looks forward to hearing
  from folks in the region. She felt it was gratifying to hear the results of public surveys
  and the reaffirmation of the three priorities from PD 14. She also expressed
  appreciation for the rural roads presentation from the Workshop and believes that it is
  a success story that CDOT should be telling.
- Commissioner Gutierrez echoed Commissioner Masters' emphasis on safe school zones as a retired educator. Safety issues were pointed out relating to drivers on I- 25 and construction zones. It is critical for drivers to understand that they will change from day to day. Gutierrez has seen extremely unsafe driving and encourages safe driving

- from all. The Commissioner also thanked Julie Mullica for the public comment on I-270 and I-25.
- Commission Vice Chair Bowman thanked those that completed the surveys and expressed appreciation for the feedback. The Commissioner has been driving across the state and is amazed at the construction improving CO roads noting I-70, widening of Rio Blanco CO 13, and CO 149 in Lake City.
- Commission Chair Cook went to DRCOG's Regional Transportation Committee (RTC) with Commissioner Jones this week. They are preparing for their call for projects for the 2050 regional transportation plan. They recommended approval of three action items: 1. A unified work program, 2. public engagement plan update, and 3. the corridor set aside selection. Chair Cook also attended the Greenland wildlife crossing opening.

#### Executive Director's Report - Shoshana Lew

- Celebrated the Greenland Wildlife Crossing (on I-25 between Monument and Larkspur) as the largest wildlife crossing in the world. Footage shows that they are well used and the potential for crash reduction is around 90%. CDOT is a global leader in this space.
- CDOT is at the end of the construction season crunch. There will be changes in work
  zones because of efforts to complete projects before the cold rolls in. The next few
  weeks are the peak of this work, and Director Lew expressed appreciation for CDOT's
  teams and road crews.
- CDOT is coordinating with first responders in combatting wildfires, particularly in Rifle. Improvements on CO 13 are showing their value because they have been impacted by the wildfire season, and there have been a number of road closures. There has been great work by our maintenance team. Summer fire seasons have become busier the past few years.
- We have seen a surge in fatalities over the past few weekends, which is a pattern observed in the past. This is a reminder to folks to drive safely and be mindful as peak weekend traffic in the summer generally generates faster speeds than winter. This is particularly important as we head into Labor Day Weekend.
- Regarding the state hiring freeze, it was noted that the CDOT roadway maintenance workforce is exempt, because of their critical safety work. CDOT does a lot of hiring this time of year before winter begins.

#### Chief Engineer's Report - Keith Stefanik

- We are in the last day of major lane closures on Vail Pass due to the I-70 work. There
  was great collaboration this past month between CDOT Regions 1 and 3. They also
  collaborated on Floyd Hill to make sure lane closures and blast schedules were
  coordinated, in addition to collaboration between the communication teams and
  engineering teams. Chief Stefanik has been monitoring cameras the past few days and
  everything seems to be working smoothly.
- This past month CDOT held their 4th annual traffic safety summit with CDOT members, first responders, and local agencies. There were great breakout sessions with ideas, information, and best practices shared to reduce fatalities and serious injuries, that CDOT can utilize. We are one month into issuing speed warnings on CO 119. CDOT is still working on some procedural methods for warnings and violations, but we have

seen a reduction in the number of speeders. The average speed has been closer to the speed limit. We need to analyze how many hours a day to run the cameras, and are getting ready for the higher violations period that occurs either this fall, or early next year.

#### Colorado Transportation Investment Office (CTIO) - Piper Darlington

- Providing more information on the background of the program. In 2017 the record of decision for the Central 70 project directed CTIO to implement a tolling equity program for lower-income residents. It was approved in April 2022.
- There are multiple aspects to this program:
  - \$100 of toll credits available with income qualification. This was recently changed to expand eligibility.
  - Offer free transit passes with no barrier to entry. These are offered in communities and have been expanded to include monthly passes.
- CTIO has committed to giving 15% of our net total revenue to this program.
- CTIO is also looking at other options to direct more benefit to the community as we have not hit that 15% yet. A partnership with the City and County of Denver was explored for first mile connector services. This was approved yesterday by the CTIO Board and this partnership will expand service on weekends. It operates like Uber or Lyft through an app and a phone number in English and Spanish. It takes residents to grocery stores, RTD stations, etc. There are 90 rides per day, and 140 passengers, meaning 50% of trips are shared.
- In 2024 the Globeville and Elyria Swansea (GES) [neighborhood] Tolling Equity Program gave out almost \$260,000 worth of transit passes. \$14,000 of toll credits were added with almost 100 vehicles registered. Community members have been going door to door to encourage increased engagement.
- There will be a report in January or February of 2026 on how the connector service is going.

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

- The last STAC meeting was on August 7. It included a presentation on the transit connection study, an update on the 2050 plan with adoption scheduled for next month, and an overview of the aeronautics program. Gary encouraged commissioners to look at all of the 2050 regional transportation plans and to make comments on the 2050 Statewide Plan and regional plans.
- Regarding yesterday's rural roads workshop, the state appreciates investments made over the last several years. However, the problem of road conditions has been growing for 35 years, resulting in some of the frustration that rural areas feel. CDOT should educate the public on the budget shortfalls we face, such as federal dollars not keeping up. CDOT should get state dedicated funding through a statewide ballot initiative. This would allow more work to be completed such as chip sealing. STAC Chair Beedy applauded staff, engineers, and Director Lew for their vision of rural roads, but pointed out that T-REX projects are aging and are going to need rehabilitation soon.

- Bridge repair and chip sealing costs have drastically increased and we need to keep up.
- The I-270 project is critical to the whole state. Agricultural freight such as wheat and flour heavily rely on that road.

#### Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of July 17, 2025 -Herman Stockinger
- Proposed Resolution #2: IGA Approval >\$750,000 Lauren Cabot
- Proposed Resolution #3: Disposal of Old Brush Maintenance Site Hope Wright
- Proposed Resolution #4: Disposal Parcel 33Rev3 EX, El Rancho Park n' Ride Hope Wright (Pulled from consent agenda, voted on separately later)
- Proposed Resolution #5: Disposal Parcels 730-EX Rev1, 740-EX Rev1A, E-10 EX, I-70/US6, US24, Parachute, Garfield County Hope Wright
- Proposed Resolution #6: MMOF Match Reduction Request Michael Snow and Darius Pakbaz

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

# Discuss and Act on Proposed Resolution #4: Disposal Parcel 33Rev3-EX, El Rancho Park n' Ride

• Chair Cook takes Chair's prerogative after a motion to make a few comments and then open it up to other commissioners

A motion by Commissioner Gutierrez was raised to approve, and seconded by Commissioner Bowman. The proposed Resolution #4 passed unanimously, after discussion summarized below.

#### Discussion:

- Chair Cook represents Jefferson country and appreciates the work done by Ms. Mauz, the public commentator regarding this proposal. Chair Cook pointed out that the lot is an RTD build and RTD notified CDOT that they no longer need it. CDOT does not need it either and cannot properly maintain it because it was built for RTD operations and equipment. It creates liability for the state. CDOT is opening a Pegasus Park n' Ride .6 miles and a 2 minute drive away. Given the proximity, this new lot can be used for similar purposes. Chair Cook recommended authorizing the disposal of the property.
- Commissioner Gutierrez noted that it is important to discuss citizen issues in open session rather than consent agenda and appreciated Chair Cook for handling it this way. Gutierrez stressed to citizens that they do take feedback into consideration. The Commissioner also asked about how to preserve access for folks to get onto the nearby bikepath, and connections to the roundabout shuttle that connects to Evergreen that picks up at a nearby parking lot. Wright responded that she will talk to CDOT Region 1 and follow up on these questions.
- Commissioner McLachlan thanked community members for their work on this.
- Commissioner Jones thanked members of the public for engaging. She shared Commissioner Marcano's questions.
- Commission Chair Cook expressed that the vote should not be postponed to await these answers.

- Jessica Myklenust, Region 1 Transportation Director, explained that there is proximity access to the bike trail and the trail will not be impacted. The lot was not constructed as a trail access lot.
- Commissioner Marcano expressed that if it is a convenient access point, we should think about what CDOT can do, so the community doesn't lose that.
- RTD Myklenust said they can take a look at the informal trail access from the lot.
- Commissioner Jones noted that if people park in the lot now to access the trail, that the same access should be provided to the trail via the new Pegasus lot.

# Discuss and Act on Proposed Resolution #7: 2nd Budget Supplement of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

A motion by Commissioner Masters was raised to approve, and seconded by Commissioner Marcano, and passed unanimously.

#### Discuss and Act on Proposed Resolution #8: Policy Amendment #1 for the FY 2025-26 State Transportation Improvement Plan (STIP) - Jamie Collins

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

#### Adjournment

The TC Board Meeting was adjourned at approximately 10:09 am.

The next Transportation Commission Workshops and Board Meeting are Wednesday and Thursday September 17-18, 2025.

**To:** Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: September 4, 2025

**Subject:** Presentation of CDOT's Fixing Rural Roads & Poor Interstate Initiatives

#### **Purpose**

Presentation CDOT's "Fixing Rural Roads" & "Poor Interstates" initiatives, focusing on the background and progress made in major pavement repair programs undertaken by CDOT as part of its 10-Year Plan, Asset Management Capital Construction, and Maintenance programs.

#### **Action**

The item is for informational purposes only.

#### Background

Colorado's highway system comprises approximately 23,000 lane miles of roads across diverse geographies throughout the state. Around 19% of those lane miles are on Colorado's main interstate, and the remaining 81% are on other important highways, such as US 40 and US 50, which are the main connections for many of Colorado's communities. Over the past couple of decades, large budgetary commitments and policy have affected the department's ability to devote resources to other competing priorities, such as road condition and state-of-good-repair efforts.

#### Fixing Rural Roads Initiative

As part of CDOT's 10-Year Plan, the largest single investment in CDOT's recent history, an allocation of over \$890 million to rural pavement conditions was made. This allocation would repair over 1,000 miles of rural pavement across the state - many of these roads haven't been repaved since the 1970s. These 10 Year Plan investments are just a portion of the significant amounts that CDOT is spending each year on road resurfacing through CDOT's base asset management program and ongoing maintenance efforts being conducted by the Division of Maintenance and Operations and Regional Maintainers. Improvements within this initiative fit the conditions of the road, with strategies ranging from patching, chip sealing, all the way to full repavement of the highway. Examples of projects completed included:

- CO 149 Lake City North and North of Creede
- US 50 Settlement Repair Near Delta "Delta Dips"

- CO 13 Garfield County, Rio Blanco Hill
- US 385 Phillips/Yuma County Line South
- CO 59 South of Cope

#### Poor Interstate Initiative

With strong support from the Transportation Commission, the "Poor Interstate Initiative" was developed in late 2022 at the direction of Director Lew. The initiative was intended to stop the amount of poor interstate pavement from increasing and to prevent the amount of poor lane miles from exceeding 5%, the threshold at which federal funding could be restricted. In 2021, 3.9% of the lane miles on the interstate were in poor condition and were forecast to exceed the 5% threshold in 2023. This initiative, approved by the Transportation Commission in February 2023, included \$233 million in improvements to locations throughout the state from projects identified in CDOT's 10-Year Plan. With over half of the projects identified completed, and another four currently under construction, this initiative has already made a noticeable impact on the condition of the interstates. As of the end of 2024, the percentage of interstates in poor condition has been reduced to 2.3%, a reduction of 45% in poor lane miles since 2020. The completed projects encompass only a part of the repairs planned under this initiative, and the interstates will see continued improvement as projects continue to be completed and evaluated. The next 10-Year Plan, as well as CDOT's Asset Management & Maintenance programs, will continue to evaluate and identify the best treatments to build on success.

#### **Next Steps**

This presentation is for informational purposes only

#### **Attachments**

Presentation - Rural Roads Update



# Rural Roads Update





# Historical Policies and Budget Decisions

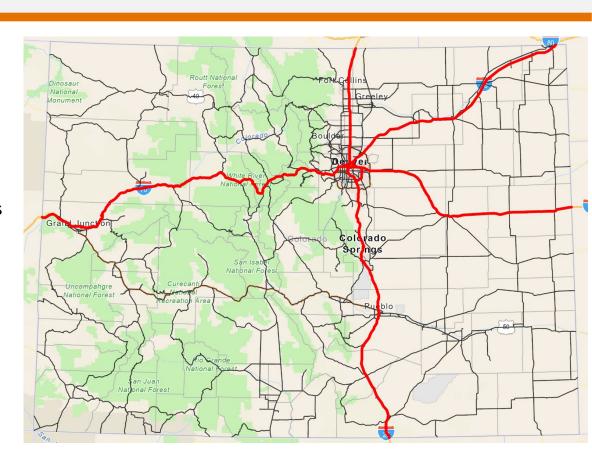
Large budgetary commitments and policy changes affect the department's ability to devote resources to other competing priorities—including road condition and state-of-good-repair work.

- 2001-2007: T-REX project: \$1.67 billion (2001 dollars); \$2.88 billion (2024 dollars)
- 2018-2023: Central 70 project: \$1.2 billion (2022 dollars); \$1.27 billion (2024 dollars)
- 2019: CDOT 10 Year Plan: \$862 Million Rural Paving Program



### Colorado Roads: Interstate vs. Non-Interstate

- Most of Colorado's Highways lane miles are on highways not on the interstate.
  - 19% of Colorado's Highway miles are on the Interstate.
  - The other 81% are other highways such as US 50 and US 40.
  - Smaller rural highways require different maintenance and asset management strategies than the interstates.
- Colorado's Interstate Lane Miles:4,212 lane miles
- Lane Miles on Other Colorado
   Highways: 18,883 lane miles





## Rural Road Program Overview

FYs 2019-2027

### **Rural Road Improvements**

- Over 2,500 miles of rural roads improved statewide since 2021. This
  represents improvements from all CDOT paving efforts, including
  maintenance.
- Of the more than 2,500 miles of rural roads improved statewide, the 10-Year Plan has funded nearly 800 miles through more than 40 projects, delivering critical upgrades where they're needed most. These 10-Year Plan investments are on top of an estimated \$230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- As an example of the impact of these rural road improvements,
   CDOT completed a 19-mile stretch along US Highway 50 south of
   Grand Junction, roughly between Whitewater and Delta.







#### Project: CO 149 Lake City North and North of Creede

Concern: Deteriorated pavement conditions, accessibility and safety issues.

Treatment: Resurfacing, restriping, deep-patch repair, new bridge rail, replacing guardrail, and installing wheelchair-accessible ramps in Creede.

Cost: \$12 million.

Benefits: Extended pavement life and improved condition;

safety and accessibility improvements.

Condition change: From Low to High Drivability Life.





#### Project: US 50 Settlement Repair Near Delta—"Delta Dips"

Concern: Large dips in the roadway between Mesa and Delta counties that posed hazards to motorcycles, RVs, etc.

Treatment: Pavement replacement and rehabilitation. (Project included two-inch hot-mix asphalt overlay and installing guardrail, shoulder work, full-depth reclamation, milling, lane level paving, rumble strip installation and permanent striping.)

Cost: \$23 million.

Benefits: Extended pavement life, safety improvements, smoother roads.

Condition change: From Low and Moderate to High Drivability Life.





#### Project: CO 13, Garfield County, Rio Blanco Hill

Concern: High number of single-vehicle run-off crashes, head-on crashes, and wildlife collisions. These issues were directly related to the substandard roadway geometry, lack of shoulders/adequate recoverable slopes, and lack of wildlife fencing.

Treatment: Roadway widening and new passing lanes, chain-up areas, wildlife crossings, pullouts, etc.

Cost: \$35 million.

Benefits: Improved safety and condition

Condition change: From Low to High Drivability Life







CO13 Before and After Construction



#### Project: US 385 Phillips/Yuma County Line South

Concern: Safety needs (shoulders didn't meet standard) and road required resurfacing.

Treatment: Existing roadway milled, new 4-inch hot-mix asphalt overlay; embankment and road base placed for the addition of six-foot shoulders; curve cross slopes seeded; addition of centerline, edge rumble strips, new signs, delineators, and pavement markings; drainage pipe replaced.

Cost: \$8.2 million.

Benefits: Improvement of driving conditions and safety (shoulders up to current standard, signs); shoulders will accommodate agricultural and truck traffic.

Condition change: From Low to High Drivability Life.

Project: CO 59 South of Cope to I-70, from MP 41.071 to MP 67.14

Concern: Safety concerns and degraded pavement conditions.

Treatment: 2.5 inches of hot-mix asphalt overlaying and striping, structure rehabilitation including deck repairs and bridge railing.

Cost: \$17.4 million.

Benefits: Enhanced safety for the traveling public by creating a new wearing surface and prolonging the life of the asphalt; improved visibility from new updated curve signing and paint installation.

Condition change: From Low to High Drivability Life.





US 385 Phillips/Yuma, Before and After Condition





CO 59 South of Cope to I-70, Before and After Condition



#### Project: CO 63 Akron (North and South) Resurfacing

Concern: Significant deterioration of roadway condition. Drivability and safety concerns.

Treatment: Milling, pavement overlay (9 mile hot-mix asphalt resurfacing); striping, signage, erosion-control measures; graded shoulder, guardrail replacement.

Cost: \$13.5 million.

Benefits: Safer corridor that allows for the movement of freight and active transportation. The corridor will have improved drivability and prolonged road surface life. The shoulder work will provide improved erosion control, and guardrail replacements will add safety.

Condition change: The project is under construction until December 2025. The "before" condition was Low.









### Fixing Poor Interstate Pavement

- Dir. Lew requested a plan in late 2022 to improve interstate pavement condition since Federal funding would be restricted if 5% of interstate lane miles "poor" was exceeded.
  - In 2021, 3.9% of interstate highway lane miles were rated poor.
    - Forecasted to exceed 5% Interstate lane miles of "poor" in 2023.
- Supported a key Transportation Commission goal of improving the condition of the state's interstate highway system.
- Approved by the Commission and funding began in Feb. 2023.
- The plan included \$233 million in improvements to the interstate system in key areas of the state. Funding came from sources including the 10-Year Plan, the Surface Treatment program, and Transportation Commission decision items.
- Outcome: Interstate poor condition in 2024 (latest reporting period) improved to 2.3% of lane miles rated poor.

#### Strategic Plan of Projects for Poor Interstates

Highway	Location	Status
I-70	Near Ft. Morgan	Complete
I-76	Near Sterling (I)	Complete
I-70	In Rifle	Complete
I-25	In Fort Collins	Complete
I-70	Near Kansas border	Complete
I-25	Near Colorado City	Complete
I-25	In Pueblo	Complete
I-25	Near Ft. Collins	Complete
I-25	In Denver	Under Construction
I-25	Near New Mexico Border	Under Construction
I-25	Near Trinidad	Under Construction
I-76	Near Sterling (II)	Under Construction
I-70	Aurora I-225 to E-470	Est. 2026/2027
I-70	Near Seibert	Est. 2026



## Notable Rural Interstate Projects

#### Project: I-70 Improvements & Preservation, Bethune to Burlington, Phase I

Concern: Concrete segments featured a condition (alkali-silica reaction) that accelerated deterioration. Joints had deteriorated to the point of exposing rebar. Potholes posed danger to drivers.

Treatment: HMA overlay prevents moisture from reaching concrete joints

Cost: \$62 million

Benefits: Extension of pavement lifespan; safety improvements (e.g., shoulders, striping, guardrail, improved access for emergency vehicles); and smoother surface for improved driver experience.

#### Project: I-25 Colorado City Surface Treatment

Concern: Safety concerns and deteriorated pavement conditions.

Treatment: 2.5 inches of mill and fill, guardrail replacement, and bridge preventive maintenance work.

Cost: \$22 million.

Benefits: Extension of pavement lifespan; safety improvements; improved functionality of bridges and guardrail.

Condition change: From Low to High Drivability Life (estimated)



I-70 Improvements near Kansas

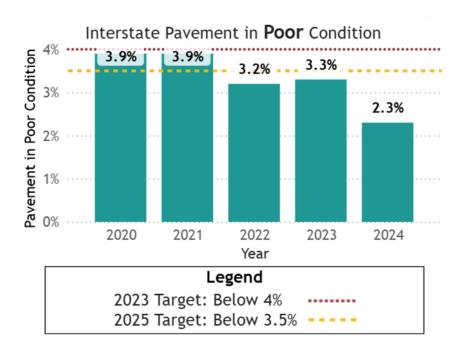




I-25 near Colorado City, Before and After Condition

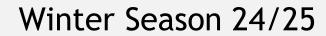


### Interstate Pavement Improvement Results

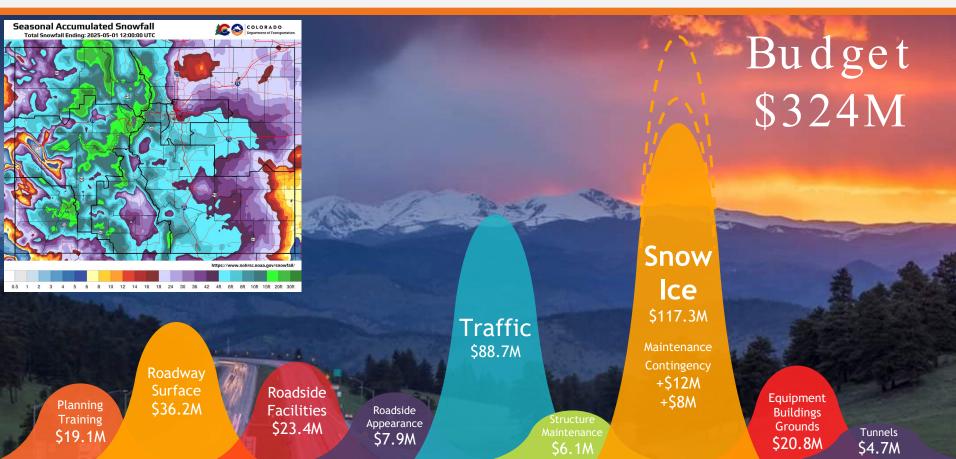


In addition to the CDOT's in-house drivability life measure, pavement and bridge have two- and four-year National Performance Measure targets for the National Highway System above.

- This program has made a noticeable impact already to the condition of our interstates.
- As of the end of 2024, only 2.3% of the interstates are in poor condition compared to three years ago, a reduction of 45% since 2020.
- Encompasses only a part of the repairs made, and will see continued improvement as projects continue to be completed and evaluated.
- Next 10-Year Plan, CDOT's Asset
   Management & Maintenance programs
   will continue to evaluate best
   treatments to build on these
   successes.

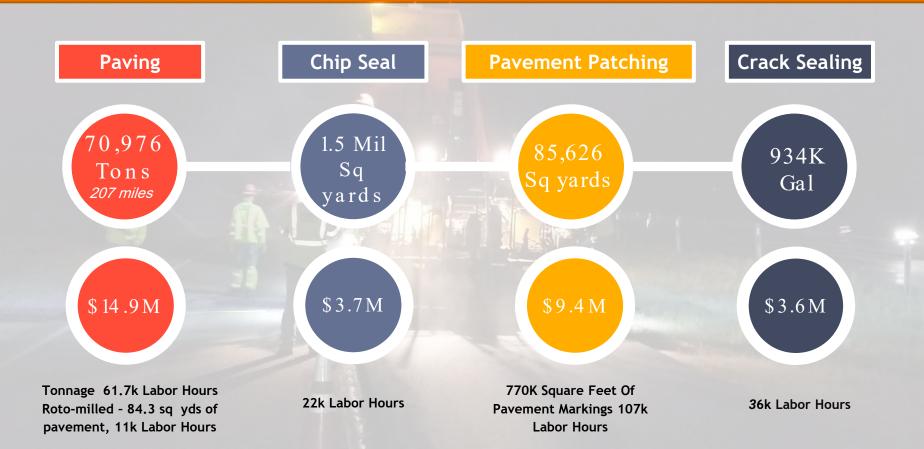








# **FY25 Surface Preservation Accomplishments**











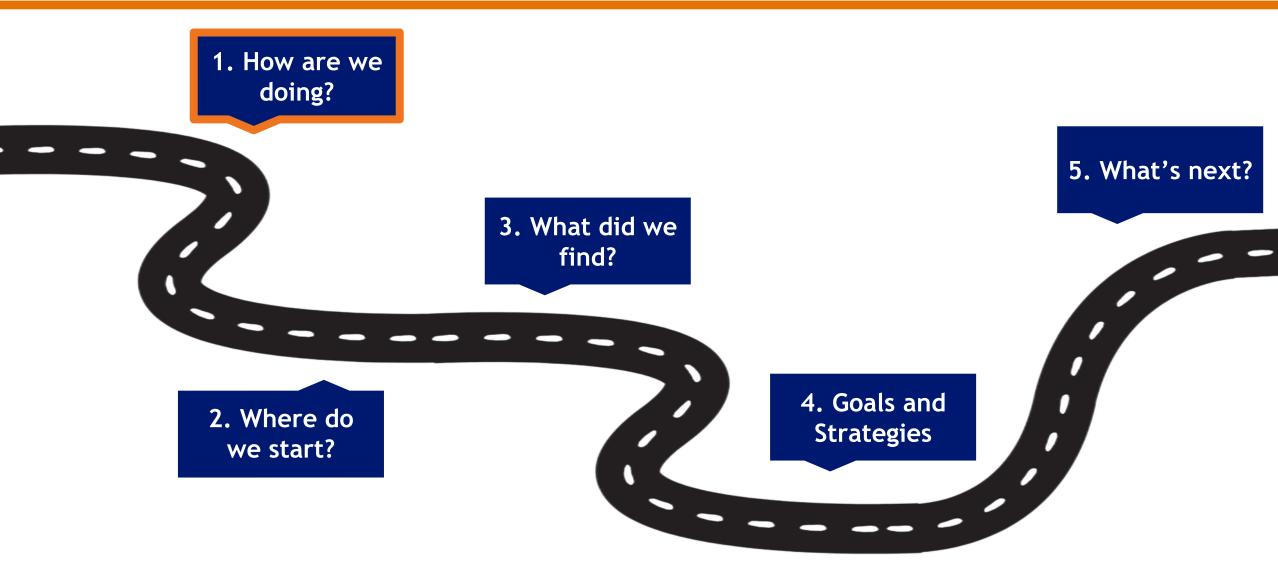


**Department of Transportation** 

# 2025 Colorado Strategic Highway Safety Plan (SHSP)

September STAC Meeting - September 4th, 2025







# **Current Trends - Fatalities**

January - June 2024

306

**Fatalities** 

**52** 

Non-Motorist Fatalities

Top 10 Counties

**Adams** 

El Paso

Weld

**Denver** 

**Arapahoe** 

Jefferson

Larimer

**Pueblo** 

**Boulder** 

**Douglas** 

- June 2025\*

January

282

**Fatalities** 

**60** 

Non-Motorist Fatalities

**Top 10 Counties** 

**Denver** 

**Adams** 

El Paso

Weld

**Pueblo** 

Jefferson

Arapahoe Douglas

Mesa

**Boulder** 



# Current Trends - Serious Injuries

January - June 2024

1,823

**Serious Injuries** 

244

Non-Motorist serious injuries

Top 10 Counties

**Denver** 

**El Paso** 

**Adams** 

**Arapahoe** 

Jefferson

Larimer

Weld

**Douglas** 

**Boulder** 

**Pueblo** 

January - June 2025\*

1,704

**Serious Injuries** 

**220** 

Non-Motorist serious injuries

**Top 10 Counties** 

Denver

**El Paso** 

**Arapahoe** 

**Adams** 

**Jefferson** 

Larimer

Weld

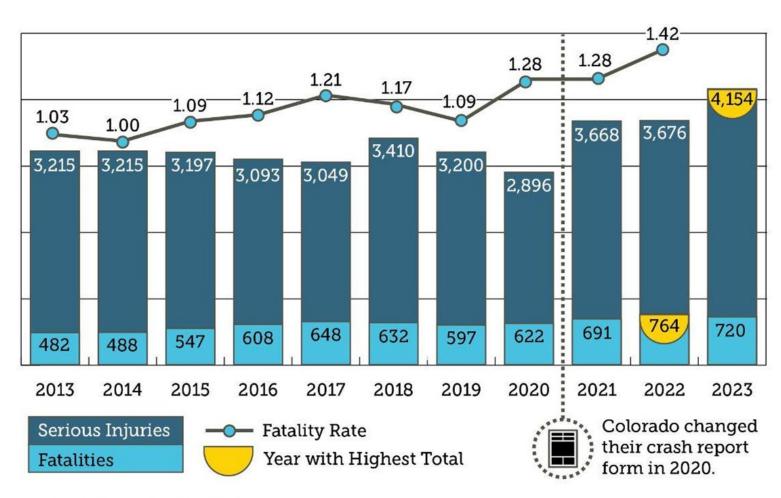
Boulder

**Douglas** 

**Pueblo** 



# Current Trends - Last 10 Years



<sup>\*</sup>VMT data not available for 2023

<sup>\*\*</sup>Sources: FHWA Highway Statistics Tables VM-2. (2017 to 2022); CO Crash Database as of January 2024 (2017 to 2023); HSIP 2022 Report (2013 to 2016)



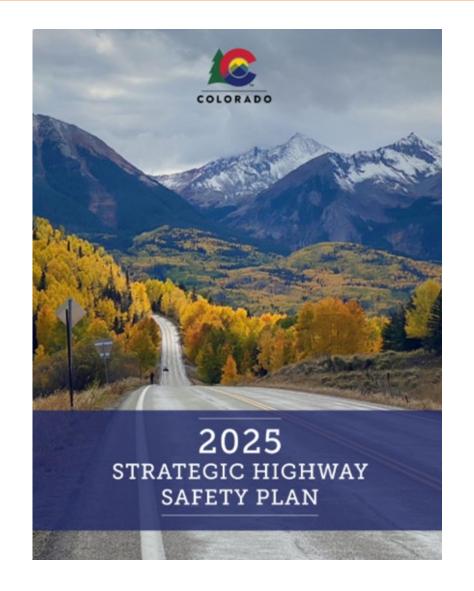




## What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roads.

SHSPs identify key safety needs and guide investment decisions towards strategies and countermeasures with the highest potential to save lives and prevent injuries.





## SHSP Mission and Vision

### Vision:

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

### Mission:

Colorado agencies and partners will cooperatively implement strategies that eliminate transportation system fatalities and serious injuries.











## Colorado's Safe System Approach

### Safe System Emphasis Areas:

- Safety Culture
- Safe Roads
- Safe People
- Safe Driving
- Post Crash-Care

### **Safe System Principles:**

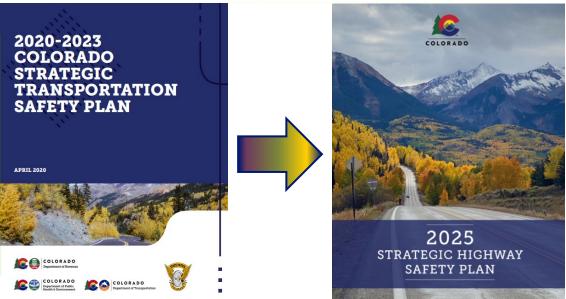
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial





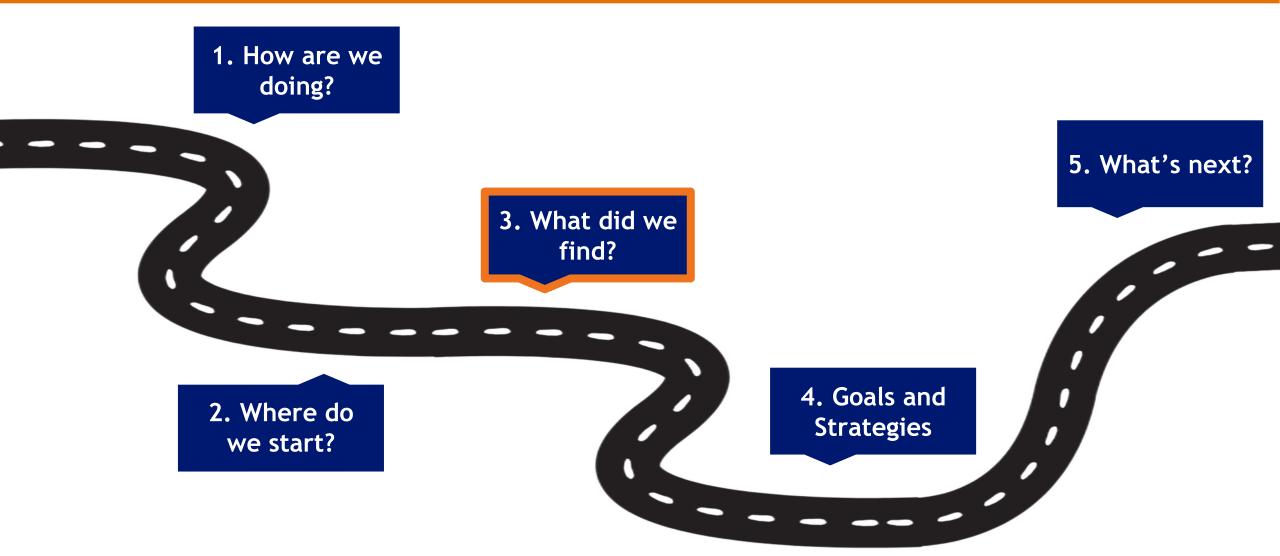
### New 2025 SHSP





- Each state updates its SHSP every 5 years
- 2025 is Colorado's latest update
- Built on successes since 2020
- Innovate and change with the times
- Progress toward eliminating fatalities and serious injuries







## Stakeholder Feedback

- 10 workshops in total (in-person and virtual)
- **256** total attendees inperson and virtual



### Common Themes/ Recommendations

- Improving Driver's Education Programs
- Lack of Funding for Safe Infrastructure
- Assistance with Grant Navigation
- Expansion of Partnerships
- Increased Enforcement
- Elevation of Safety as a Priority
- Investing in and Elevating Disproportionately Impacted Communities
- Shifting Public Perception on Risky Behaviors
- Building a Stronger Safety Culture



## Focus Areas by Emphasis Area





- Organizational
- Public



### Safe Driving

- OccupantProtection
- Impairment
- Aggression
- Speeding
- Distraction



### Safe People

- Motorcyclists
- Aging Drivers
- Young Drivers
- Pedestrians
- Bicyclists
- Work Zones
- FirstResponders



### Safe Roads

- LaneDepartures
- Off-System
- Intersections
- SpeedManagement



#### **Post-Crash Care**

- TrafficIncidentManagement
- Emergency Medical Services

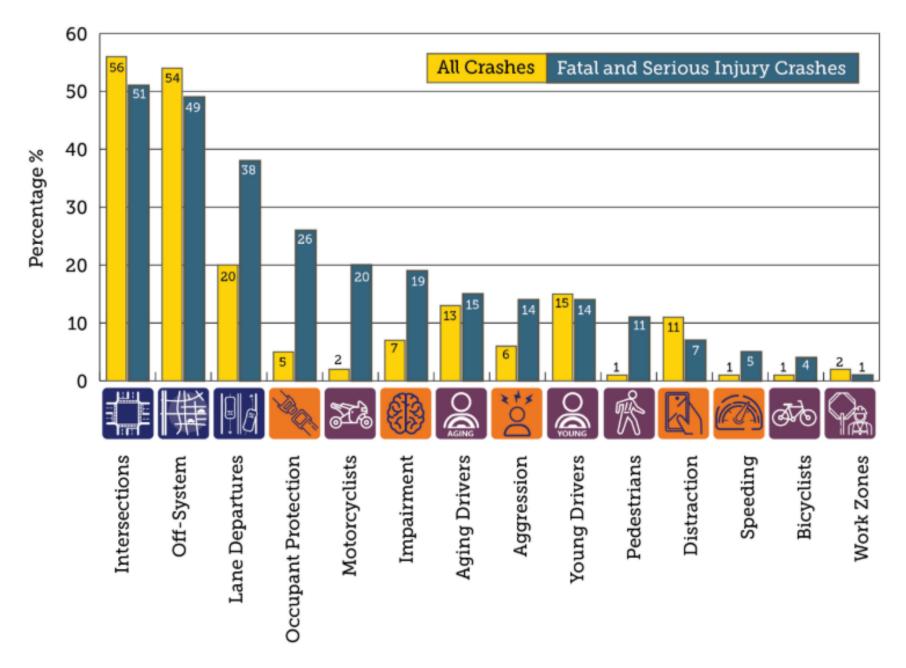
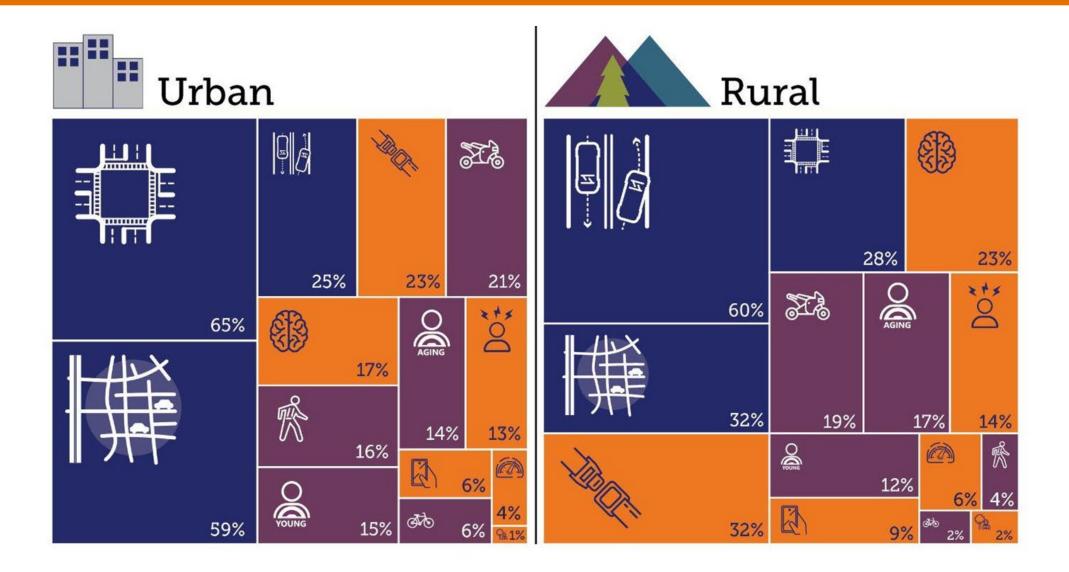
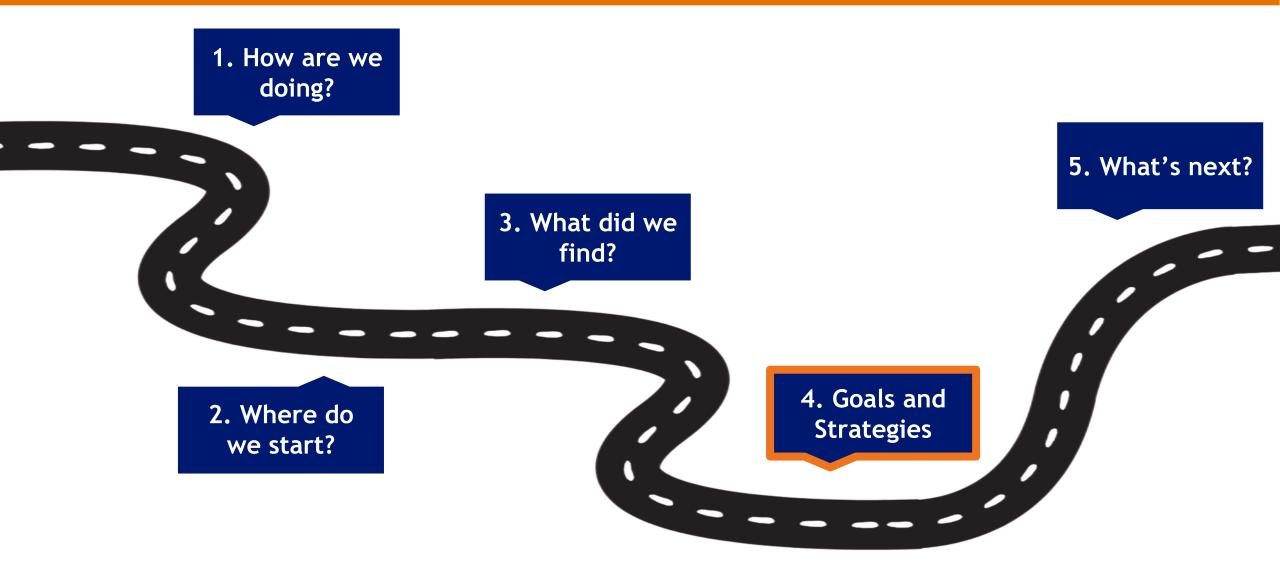


Figure 2-4: Proportion of Fatal and Serious Injury Crashes vs. All Crashes by Focus Area (2021 to 2023)





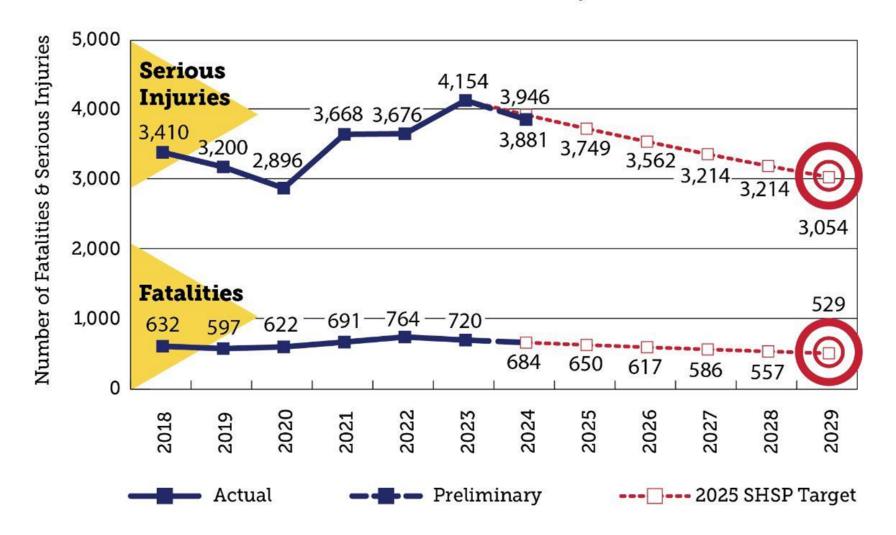






## SHSP Targets - Fatalities and Serious Injuries

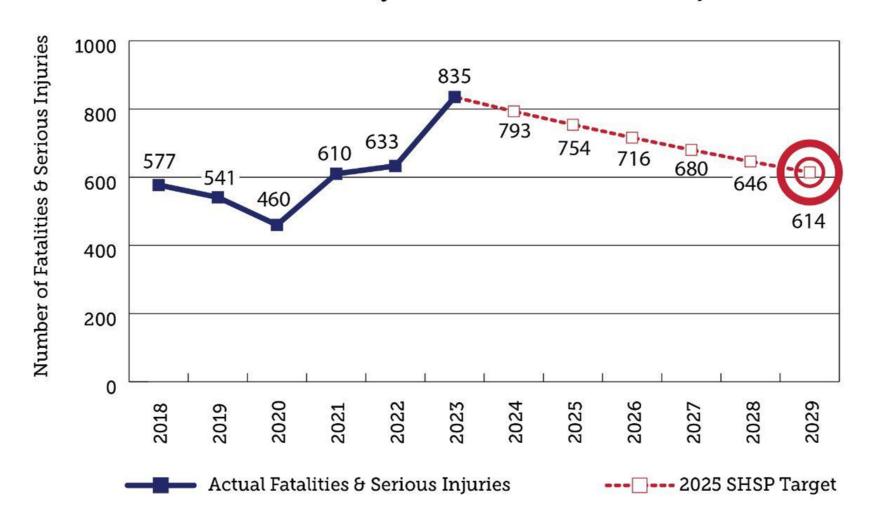
### Fatalities & Serious Injuries





## SHSP Targets - Bicyclist and Pedestrian Crashes

#### Pedestrian & Bicyclist Fatalities and Serious Injuries





## **SHSP Strategies**



#### Organizational Safety Culture

SC1: Conduct organizational safety culture assessments

SC 2: Local agency support programs (LTAP and Safety Circuit Rider)

SC3: Expand Public Engagement

SC4: Improve access to funding for communities disproportionately impacted by traffic safety challenges

SC5: Enhance collaboration and information sharing among traffic safety professionals

#### Public Safety Culture

SC6: Pilot community-level safety culture partnerships SC7: Educate through media

SC/: Educate through media campaigns

SC8: Build capacity among the public



#### **Occupant Protection**

SD1: Promote proper use through media

SD2: Educate on primary seat belt law

#### **Impairment**

SD3: Provide polydrug impairment education

SD4: Prioritize high-risk impaired driving corridors

SD5: Continue high-visibility enforcement

#### Aggression

SD6: Deploy anti-aggressive driving campaigns

SD7: Prioritize high-risk aggressive driving corridors

#### **Speeding**

SD8: Prioritize high-risk speeding locations

SD9: Deploy speed safety camera systems

#### Distraction

SD10: Provide education on hands-free law

SD11: Enhance data collection



#### **Motorcyclists**

SP1: Expand motorcycle operator safety training

SP2: Increase public awareness of motorcycle safety

SP3: Improve motorcycle licensing and endorsement

SP4: Increase helmet and other PPE use

#### **Aging Drivers**

SP5: Improve visibility of traffic control devices

SP6: Improve sight distances

SP7: Expand community-based mobility options

SP8: Enhance and expand resources for aging drivers

#### Young Drivers

SP9: Expand access to driver's education

SP10: Improve quality of driver's education

#### VRU's

SP11: Prioritize pedestrian and bicycle crash types

SP12: Improve VRU exposure data

SP13: Conduct Road Safety Audits (RSAs)

SP14: Perform regional pedestrian/bicyclist studies

SP15: Analyze VRU crash demographic data

SP16: Conduct VRU before-and-after studies

SP17: Educate traffic safety professionals on VRU best practices

SP18: Inventory VRU infrastructure

SP19: Expand VRU data sources

SP20: Evaluate VRU priority locations

#### **Work Zones**

SP21: Create work zone safety committee

#### First Responders

SP22: Provide resources and support for first responders



#### **Lane Departures**

SR1: Install traffic controls and safety barriers

SR2: Improve roadway geometry

#### Off-System

SR3: Provide local agency assistance

SR4: Encourage community-specific plans

#### Intersections

SR5: Reduce intersection conflicts

SR6: Perform Intersection Control Evaluations (ICE)

SR7: Incorporate VRU designs

SR8: Prioritize high-risk intersection locations

SR9: Implement improved traffic controls

#### Speed Management

SR10: Promote appropriate speeds
SR11: Set safe and realistic speed limits



#### TIM/EMS

PC1: Improve collection of postcrash care data

PC2: Improve quality of care

PC3: Provide education on post-crash care best-practices

PC4: Enhance programs in light of

inequities

PC5: Support statewide TIM activities







## What is Advancing Transportation Safety?

Advancing Transportation Safety (ATS) is a statewide collaborative effort led by a team of state and local agencies, advocacy groups, academic institutions and private entities.

ATS is the implementation body of the SHSP.

### **Program Goals:**

- \* Establish a culture of safety in Colorado.
- \* Cultivate and strengthen partnerships.
- ★ Increase coordination and information sharing across sectors and geographies.
- ★ Implement effective and data-proven safety countermeasures.



## **Annual Action Planning**

How do we implement 57 strategies throughout the state?

How do we know where to start?

Who's responsible for what?



Five Emphasis Area Working Groups



## **Annual Action Planning**





## Example Action Plan





# SC05: Enhance collaboration and information sharing among traffic safety professionals

Continue annual Colorado Traffic Safety Summit to educate and inspire Colorado transportation professionals from a wide variety of organizations to be safety champions and advance traffic safety culture in their organizations and communities.

Lead Agency: CDOT

Partner Agency: N/A

Champion: Carol Gould, Melodie Clayton

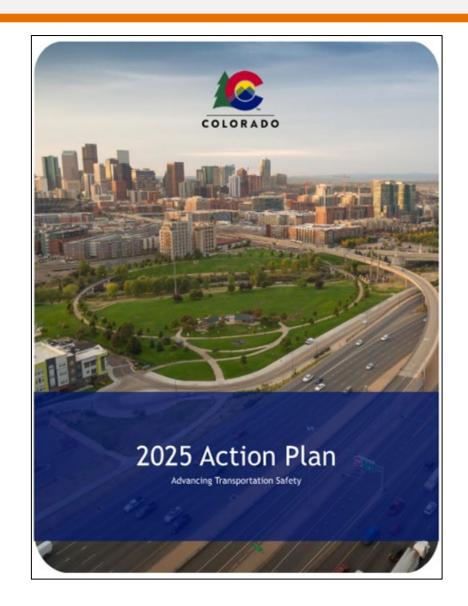
#### Outcomes 2025/2026 Fiscal Year

- Hold the Colorado Traffic Safety Summit August 6-8
- Participation by more Colorado organizations/ agencies than previous year.
- Content is helpful to participants and addresses relevant topics

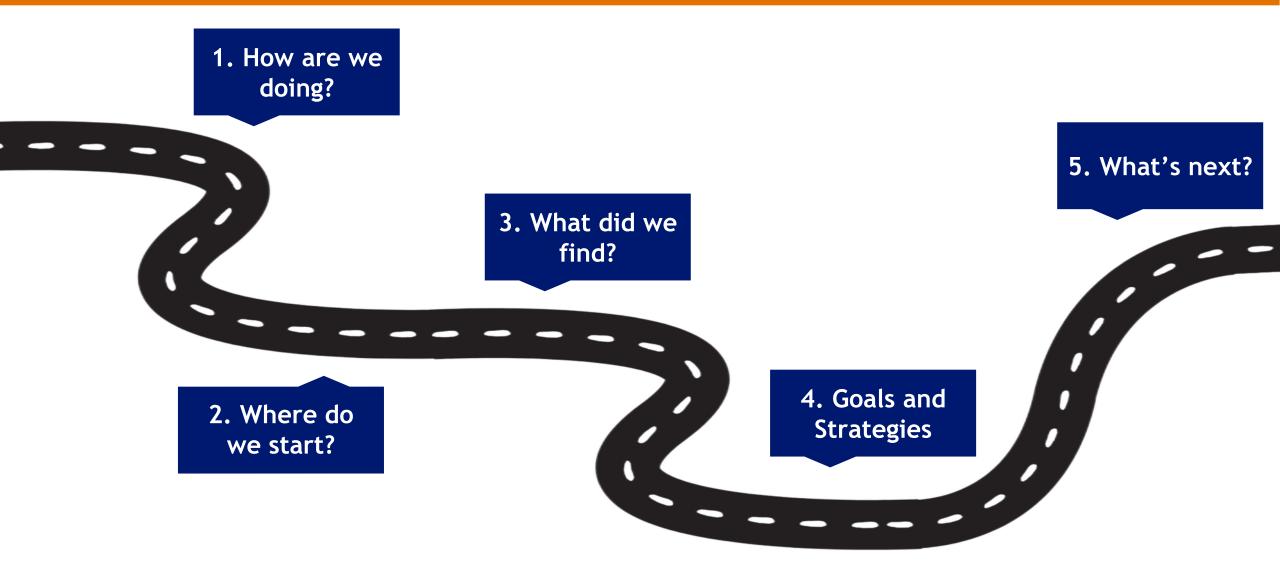


## **Annual Action Plan**

- Overview of current data trends and desired targets for the fiscal year
- 39 selected strategies with developed Action Plans
- Approved by the ATS Steering Committee









# Thank You

### **Contact:**

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### Read the SHSP:



<u>transportationsafety.colorado.gov</u> /strategic-highway-safety-plan

or ask us about borrowing a physical copy