



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

April 2, 2026, 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
	Public Comment	Gary Beedy, STAC Chair
8:35 - 8:40	Approval of the March Meeting Minutes	Gary Beedy, STAC Chair
8:40 - 8:45	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:45 - 8:55	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
8:55 - 9:25	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:25 - 9:45	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:45 - 9:55	Break	
9:55 - 10:15	10-Year Plan Update (Informational Item) <ul style="list-style-type: none"> Discussion on how 10-Year Plan projects help achieve PD14 performance targets 	Darius Pakbaz, Director, Division of Transportation Plan
10:15 - 10:35	Electric Vehicle Program Update (Informational Update) <ul style="list-style-type: none"> Update on CDOT's electrification and energy portfolio 	Michael King, Assistant Director of Electrification & Energy
10:35 - 10:55	Roadside Fire Mitigation (Informational Update) <ul style="list-style-type: none"> Discussion on roadside vegetation management related to wildland fire mitigation 	Shawn Smith, Director of Maintenance and Operations
10:55 - 11:00	Other Items <ul style="list-style-type: none"> Next STAC Meeting is May 7, 2026, and will be in-person at CDOT HQ (hybrid) 	Gary Beedy, STAC Chair

Time	Agenda Item and Item Description	Presenter
	<ul style="list-style-type: none"><li data-bbox="391 226 938 291">● Freight Advisory Committee Quarterly Update in May<li data-bbox="391 296 786 327">● May 2026 Officer Elections	

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

Statewide Transportation Advisory Committee (STAC) Meeting Notes

March 5, 2026: 8:30 a.m. - 12:00 p.m.

Attendance:

Central Front Range: Leo Evans

Eastern: Gary Beedy

Denver Area: Jacob Riger and Emily Bear

Grand Valley: Dana Brosig

Gunnison Valley: Sue Hansen

Intermountain: Brian Pettet

North Front Range: Kristin Stephens and Will Jenkins

Northwest: Brian Cerkenik

Pikes Peak Area: John Liosatos and Holly William Danielle Miller

Pueblo Area: Eva Cosyleon and Ted Hernandez

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: Heather Alvarez

Upper Front Range: Tim Malone

Southern Ute: Mandy Brown

Ute Mountain Ute: Brendon Adams

Federal Highway Administration: N/A

Federal Transit Administration: N/A

Welcome and Introductions - Gary Beedy, STAC Chair

- The meeting commenced at approximately 8:30 a.m.

Public Comment

- There were no public comments.

STAC Approval of February 2026 STAC Meeting Notes

Action: STAC approved the Draft February 5, 2026 Meeting Notes.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The February TC meeting included Joint Workshops with the Colorado Transportation Investment Office (CTIO) on the I-70 Floyd Hill Project and Bustang funding, several Condemnation Authorization Requests, Budget Workshops, federal grant information, and Hinsdale County's Off-Highway Vehicle (OHV) Permit.

Transit and Rail Advisory Committee (TRAC) Report (Ann Rajewski)

- TRAC has not met since the last STAC meeting.

TPR Representatives and Federal Partners Reports

- Central Front Range: The TPR has not met since the last STAC meeting and will meet again in April. The TPR has been working on getting responses compiled and sent over for Senate Bill 25-30 that had active transportation project lists, and are working on membership to try to get a STAC alternate identified.
- Grand Valley MPO: The MPO had a board meeting last month and did a TIP amendment. The MPO has been working on approval for the property transfer for the Mobility Hub that will go to the TC next month. Their board approved a letter of support for the Basics Act. They recently released their crash data dashboard. Lastly, they released two annual reports recently, one about the RTP and one about their Safety Task Force and visited all the boards in their area to give an update on safety and do outreach to bring more awareness on that issue.
- Denver Regional Council of Governments: At its February 18th meeting, the MPO elected its new chair, Mayor Colleen Whitlow from Mead, and other board officers and selected members serve on internal and external committees. Mayor Mills from Brighton will be the alternate for STAC. The MPO adopted the 26-29 Transportation Improvement Program Policy Amendments and adopted project funding recommendations for the community-based transportation planning and innovative mobility TIP set-asides. They also adopted 2026 federal safety targets and discussed and took positions on state legislative issues. The MPO received an informational briefing from State Senator Matt Ball on a planned legislative bill addressing the recommendations of the RTD Accountability Committee, an informational briefing on the Urban Land Institute's Local Government Technical Assistance Program, and an informational briefing on the fiscal year 2029 through 2032 Transportation Improvement Program kickoff.
- Gunnison Valley TPR: Nothing to report.
- Intermountain TPR: Next TPR meeting is on April 3rd and a new chair and vice chair will be elected.
- North Front Range MPO: The last meeting was February 5th and the MPO approved the January TIP amendment and discussed upcoming Multimodal Transportation Mitigation Options Funds (MMOF) and Revitalizing Main Streets (RMS) funding project deadlines. The MPO also submitted comments to the EPA requesting a 60-day extension for public comment period on the proposed changes in the Corporate Average Fuel Economy (CAFE) standards. And finally, the Planning Council supported and MPO staff submitted a proposal to the Air Quality Enterprise for funding of a Fall 2026 Ozone Conference.
- Northwest TPR: The next meeting will be April 9th and the TPR will be doling out the remainder of our MMOF funds between one or possibly two projects.

- **Pikes Peak Area Council of Governments:** The MPO has hit an important milestone in getting the airport and Powers Blvd. traffic up and onto the bridge over Powers to the Western Gate entrance to the Peterson-Shriever Air Force Base. The MPO is working on improvements at US 24-Peterson Boulevard to coordinate all projects together with military bases. The Certified Safety Action Plan is out for public comment. It's developed through the Safe Streets and Roads for All grant program, and covers El Paso, Teller, and Park counties, and the City of Colorado Springs and the City of Fountain are also wrapping up their individual safety action plans. There was a Front Range Passenger Rail Town Hall on February 26th and Land Rail of Mountain Metro presented the station location study. In February, the MPO went back to the National Association of Metropolitan Councils and has been advocating for the Better Utilizing Investments to Leverage Development (BUILD) Act and the surface transportation reauthorization. Commissioner Kristin Stephens from Larimer County is now one of the vice chairs for the National Association of Counties (NACO) Committee on Transportation, and the MPO has done some advocating for the service transportation reauthorization through the NACO.
- **Pueblo Area Council of Governments:** The MPO has passed a couple of TIP resolutions. One of them was to award Clean Transportation Enterprise (CTE) funds to public transit for the expansion of service hours. The MPO had a presentation from Eric Ehrbar and Patrick Girten about the Advanced Construction Funding and State Infrastructure Bank. The MPO will be having a Front Range Passenger Rail Town Hall this Sunday.
- **San Luis Valley TPR:** The TPR met on February 26th and Vern Heersink was selected to remain the Chair and Gene Glover will continue to be the Vice Chair.
- **South Central TPR:** The TPR was invited to the Northeast New Mexico Transportation Planning Organization on February 25th in Raton, New Mexico to discuss reaching across state lines with a regional transportation plan involving Northeast New Mexico and South Central Colorado, including the new I-27 expansion through Northeast New Mexico that will eventually feed into I-25. The TPR would like to include Raton Pass projects to help both states. New Mexico is interested in expanding the Front Range Passenger rail down into the state. The TPR will continue to work with Northeast New Mexico TPO.
- **Southeast TPR:** The TPR approved some Regional Priority Program (RPP) funding over an email vote to move a project in Baca County that will be ratified at the next meeting. This was in support of programming some RPP funding in that direction. The next meeting is April 22nd.
- **Southern Ute:** Nothing to report.
- **Southwest TPR:** The TPR met in February. Several agencies in their area have sent letters to the Joint Budget Committee in favor of maintaining MMOF funds for local agencies. The TPR also amended their meeting schedule to quarterly moving forward.

- Upper Front Range TPR: The next meeting is this afternoon and will have a presentation and adoption of the Upper Front Range TPR 2050 Human Services and Transit Plan.
- Ute Mountain Ute: Nothing to report.
- Eastern TPR: Nothing to report.
- FHWA: Nothing to report.
- FTA: Nothing to report.

Legislative Updates (Emily Haddaway and Jamie Grim)

Colorado State

- HB26-1237 (Transportation Safety Modifications) will have its first committee hearing next week, and Emily will testify in favor of it on behalf of CDOT.
- HB26-1076 (Transportation Statutory Clean-Up) passed the House, and is now in the Senate.
- HB26-1127 (Reporting After Fatal Car Crash) passed its second reading in the House.
- HB26-1101 (Criminal Offenses Related to Critical Infrastructure Metals) got one clarifying amendment, but CDOT is still very supportive of this bill.
- HB26-1086 (Adjust Subdivision Access to State Highway System) was postponed indefinitely.
- SB26-024 (State & Local Unmanned Aircraft Regulation) was postponed indefinitely.
- HB26-1071 (Local Government Vehicle Identification System on Interstate Highways) passed with amendments in the House, and is now moving through the Senate.
- HB26-1266 (Repeal Retail Delivery Fees) was introduced (CDOT is tracking and still opposes it).
- Multimodal Options Fund (MMOF): The Joint Budget Committee (JBC) accepted a decision item to maintain CDOT's spending authority, but also moved to permanently eliminate the \$10.5M annual transfer from the General Fund (despite STAC's and numerous local agencies' objections); JBC is still discussing other transfers to lessen the impacts on Bustang funding, likely through a separate bill. Nothing is set in stone until the Governor signs The Long Bill, but this and several other tough budget decisions are still forthcoming.
- HB26-1269 (Transit Access (Equity)) was introduced. CDOT (Bustang) is now excluded from this bill, and now only monitoring it while waiting on the Governor's take.
 - [Emily's 3 6 26 CDOT Legislative Update](#)

Federal

- Congressionally- (Senate) and Community- (House) directed funding (earmarks) is getting numerous requests from local applicants. These applications also need CDOT certification (acknowledgement) before going to Congress members' offices.

- CDOT is still monitoring federal Reauthorization (more information expected in the Spring).
- The bipartisan Bridges and Safety Infrastructure for Community Success (BASICS) Act would change federal/state/local funding splits, and create a new bridge funding formula (including more for off-system bridges). CDOT is still only monitoring this bill. The National Association of Counties (NACO) helped draft the BASICS Act, and MPOs look forward to more local funding. Both state and local levels of government would get more funding through the BASICS Act.

FY 26-27 Final Annual Budget (Jeff Sudmeier)

- CDOT expects \$2,300.7M in total revenues for FY26-27, with \$1,684.6M under TC's purview.
- Overall revenue to CDOT was reduced by \$5.4M, a net impact of minor increases across multiple revenue sources, offset by a reduction to flexible FHWA funds in CDOT's budget.
- The total allocated for the 10-Year Plan in FY26-27 is \$142.7M (\$2.3M less than proposed).
- Final Budget allocates \$14.4M for Bustang operations in FY26-27, with different funding sources recognizing both state and federal changes.
- The roll forward budget from FY25-26 available in FY26-27 is currently estimated at \$1,971.0M, for a total FY 2026-27 budget of \$4,270.7M for CDOT and the enterprises.
- Next Steps include TC review in March, submission to Governor and Legislature in April, and Governor's approval by June 30.
- The Legislature usually approves the Budget mid-session. Additional activity still affects the Budget through the rest of each session, so Budget Amendments will likely come to TC in July.

Action: STAC voted unanimously to recommend approval of this Budget.

Statewide Transportation Improvement Program (STIP) Update (Jamie Collins)

- Jamie provided a demonstration of the new STIP website: <https://codot.ecointeractive.com>
- CDOT Project Locator for STIP: <https://dtdapps.coloradodot.info/prolojs>
Projects without a physical location do not appear on this map.
- Jamie is now heading into the FY27-30 cycle for STIP development.

Bustang Overview and Financial Outlook (Kay Kelly and Jeff Sudmeier)

- SB22-180 provided \$30M over three years to implement a pilot service expansion program, which has helped lead to ridership levels increasing year over year.

- Despite a strong farebox recovery ratio and diverse funding sources, the end of this pilot and expiring ARPA funding will leave a significant funding shortfall that must be addressed.
- Future scenarios being considered include maintaining current levels of service, or adding 5% annual growth, both of which require considerable funding increases.
- Projected Bustang/Outrider revenue deficits are \$28M in FY27, rising to \$41M in FY30.
- CDOT proposes a one-time reallocation of roll-forward funding from state Innovative Mobility (OIM) and federal Congestion Mitigation Air Quality (CMAQ) programs (\$19.1M in FY27), and an ongoing commitment of CMAQ statewide funds (\$2M/year through FY2030). This would still leave a \$7M funding gap in FY27, but would help maintain existing service for another year while seeking other funding sources.
- Potential strategies include partnering with CTIO to leverage toll revenue and maybe also using some SB 24-184 Congestion Impact Fee revenue (currently dedicated for transit and rail).
- Next Steps include follow-up with TC, CTIO, and other stakeholders, potential TC action for more FY27 CDOT funding, and engagement with the Attorney General on legal questions.
- STAC members recognize Bustang's value, but wonder if cutting less-used routes might help create efficiencies overall. Kay will further update TC on optimizing current service, but a pretty big (funding) jump is still needed.
- OIM will also discuss increasing fares with TC soon. Cost-per-mile and Distance are major determinants of fare levels, but fares are a relatively small percentage of Bustang revenues.
- Members confirmed that this proposal would not affect CMAQ allocations sent directly to MPOs.
- Clarifications of excess toll revenues were sought, along with trade-offs of needs on those respective corridors, debt service, infrastructure needs, etc.
- Safety Improvements on I-25 Segments 2-4 are still needed (they've already helped Segments 5 and beyond). Several STAC members seek a Both/And approach to both Safety and Bustang.
- Multiple MPOs are concerned about moving toll funds from corridors to Bustang operations.
- CDOT is looking at CTIO for now, but open to other options (e.g., Public/Private Partnerships).
- Several STAC members are concerned about any Maintenance & Operations funding being used for Bustang, Transit Centers, and other items that have not yet been fully accounted for.
- The 5%-increase scenario is pretty bold considering the current situation (TC requested this).
- Western Colorado STAC members hope to right-size buses through the mountains, and maybe partner with the ski industry on the West Line, consider parking revenues/profits, etc.

Other Business (Chair Gary Beedy)

- The Freight Advisory Council (FAC) would like STAC updates at their meetings, and include at least one STAC voting member. Chair Beedy is already on both, so these will be easy fixes.
- Holly Williams is term-limited by El Paso County, so STAC must elect a new Vice Chair in May.
- The next STAC meeting is scheduled for Thursday, April 2, 2026, 8:30 am (virtual only).

Transportation Commission Meetings

March 18-19, 2026

DRAFT Transportation Commission Workshop (TC) Notes

Wednesday, March 18, 2025 - 12:30 PM - 4:00 PM Workshops

12:30 - 4:15 PM Attendance:

Eleven Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman, Cecil Gutierrez, Elise Jones, Barbara McLachlan, Juan Marcano, Rick Ridder, Terry Hart, Diane Barrett, Hannah Parsons, and Todd Masters

Joint TC/CTIO Workshop on Bustang - Jeff Sudmeier, Kay Kelly, Piper Darlington and Emily Haddaway

Purpose and Action: To continue dialogue with the TC regarding Bustang's operational impact, and to explore revenue options and efficiency measures to support continued service. No action was requested, informational only.

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 4-29).

Discussion

- Commissioner Parsons asked about the status of a \$20 million CMAQ reallocation. The response is that it has not been reallocated yet, but may be an agenda item at the April TC to be allocated to Bustang.
- Commissioner Bowman inquired about the expenses for administration since it was excluded from the presentation. The response is that the expense for administration of Outrider is \$7 million, Pegasus is \$5 million and seasonal services are about \$500,000.
- Commissioner Parsons asked if operating costs for the mobility hubs come from Bustang operations. The response was that costs come from the overall budget.
- Commissioner Bowman asked who the current contractor for Outrider is. The response was that Outrider has a variety of contractors.

- Commissioner Jones asked if there is a calculation or number in the role of transit in managing congestion in a corridor. The response was that while there is not a number now, DTD is doing research into this. Commissioner Jones expressed interest in a calculation of equivalent fare box recovery of taxes for car drivers. Commissioner Jones also asked if there is data on how corridors benefit from tolling or Bustang in other corridors. From a tolling perspective, corridors are treated as a network.
- Commissioner Marcano asked how many qualified operators exist in CO. The response was that there are about 60 transit agencies and private companies. Commissioner Marcano also expressed interest in presentations of costs and positive/negative externalities for all modes of transportations.
- Commissioner Bowman inquired if there are any state transit systems in the US that finance themselves completely from the farebox, to which the response is no.
- Commissioner Gutierrez expressed appreciation for this presentation and would also like to see a 10-Year Plan review, along with looking further into how SB 24-184 funds could be used.
- Commissioner Ridder mentioned that private enterprises and sponsors could help increase funds.
- Commissioner Cook highlighted a few ideas. Because CDOT outsources some operations to local communities, can they in turn access SB 24-230 funds to operate one of our services? Commissioner Cook also mentioned that there might be ways to get more cost savings based on pricing.

Pueblo Area Council of Governments Greenhouse Gas (GHG) Transportation Report - Darius Pakbaz and Eva Cosyleon

Purpose and Action: CDOT staff recommends approval by the TC of the 2026 Pueblo Area Council of Governments (PACOG) GHG Transportation Report for the 2050 Long Range Transportation Plan. Staff recommended acceptance of the March 2026 PACOG GHG Transportation Report through resolution at the March 19, 2026 Transportation Commission Meeting.

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 30-228).

Discussion

- Commissioner Hart thanked Eva and Darius for their work on this and expressed that timing lights better could reduce greenhouse gas emissions as well.
- Commissioner Bowman expressed support for the roundabout projects.
- Commissioner Marcano also noted his support for roundabouts and expressed the importance of transportation options being available before the the launch of new high-density land use developments.

Condemnation Authorization Request- US 160 Elmore's East Project

Purpose and Action: CDOT Region 5 seeks condemnation authorization for 1 ownership consisting of 2 fee parcels, 1 Wildlife Habitat parcel and 2 temporary easements necessary for Project Number FBR 1602-193. CDOT staff is recommending TC approval of a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings for this project.

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 229-254).

Discussion

- No discussion

Budget Workshop

Draft FY 2026-27 Final Budget Allocation Plan - Jeff Sudmeier and Bethany Nicholas

Purpose and Action: The Division of Accounting and Finance (DAF) is presenting and then requesting that the TC adopt the FY 2026-27 Final Annual Budget Allocation Plan.

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 255-266).

Discussion

- No discussion.

Sixth Budget Supplement to FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

Purpose and Action: To request the TC approval of the March Budget Supplement for the reallocation of 10-Year Plan funding from bid savings from the US350A Overlay MP 46-63, Otero County (ID 2627, Project Code 24703) to the CO71 Ordway Intersection Improvements County Road G and CO96 (ID 1625, Project Code 25539). This transfer is needed to fully fund the construction phase for the intersection improvement project.

This topic was not presented at the TC Workshops, but was part of the TC packet. For more details regarding this topic, please see the [March 2026 TC Packet](#) (Pages 368-370).

Roadside Fire Mitigation Update - Bob Fifer and Jim Fox

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 312-322).

Discussion

- Commissioner Masters wanted some insight as to why there is a permitting process to work along roadways. The response is there is either an access or maintenance requirement to work along any highway and there are a lot of technical utility and environmental reasons for this.
- Commissioner Cook also asked if the county needed permits as well, to which the answer is yes. The permits are important for safety.
- Commissioner Bowman noted that the office of tourism has messaging about fire safety and CDOT could use this messaging as well.
- Chair Cook wanted to clarify when mowing is done by contractors versus CDOT maintenance crews. Mowing will be conducted by CDOT crews, and there will be a prioritization discussion. Contracted services are for trash removal and trimming of trees.

10-Year Plan Workshop - Darius Pakbaz and Marissa Gaughan

Purpose and Action: Staff is continuing the process of presenting the 10-Year Plan for consideration and adoption. 10-Year Plan public engagement and results from the two-week public comment period will be featured in this workshop, along with a discussion about how the 10-Year Plan achieves PD-14 performance targets. No action is requested of the TC this month, this is for information only.

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Pages 267-311).

Discussion

- Commissioner Jones asked how the public comments are used. The response is that the Commissioners can use the comments to inform their approval of the Plan. The comments may be used in the future when projects are developed further. Commissioner Jones also noted that it would be helpful to see the percentages of funding allocated for each PD 14 goal.
- Commissioner Ridder agreed the funding would be helpful to know, as there is a public perception that not enough money is going to roads.
- Commissioner Marcano highlighted that projects marked as safety such as highway widening may cause drivers to speed and that safety is mostly related to behavior.
- Commissioner Cook asked if we are addressing culverts in the 10 Year Plan. The response is that the majority of the money for culverts is programmed or expended already under the asset management program.
- Commissioner Hart would like to see scorecards compared against other years and ways to see trends of the funding over the years.

Audit Review Committee - Frank Spinelli

For more details regarding this workshop please see the [March 2026 TC Packet](#) (Page 323).

ARC Members: Rick Ridder, Chair; Diane Barrett, Shelly Cook, and Todd Masters

Agenda

1. Call to Order
2. Motion to Approve December 17, 2025, Minutes - Minutes were approved by Commissioner Ridder and seconded by Commissioner Barrett, and passed unanimously.
3. Motion to Approve FY 2027 Internal Audit Plan - Audit Plan was approved by Commissioner Ridder and seconded by Commissioner Barrett, and passed unanimously.

Transportation Commission (TC) Board Meeting

Thursday, March 19, 2026 - 9:00 AM

Call to Order, Roll Call

Ten Transportation Commissioners were present: Chair: Shelley Cook, Vice Chair: Barbara Bowman,, Elise Jones, Barbara McLachlan, Juan Marcano, Rick Ridder, Terry Hart, Diane Barrett, Hannah Parsons, and Todd Masters

Excused:Cecil Gutierrez

Public Comments

Public Commenters YouTube Video <https://www.youtube.com/live/kV8akLWsfY>
Timestamp 0:50 to 12:12.

- Julie Duran Mullica - Adams County Commissioner - The 10-Plan must adhere to its core purpose of capital investment to improve safety, reliability, and modernize corridors - Adams County corridors in immediate need include: I-270, I-25 North and US 36. These corridors carry lots of freight and experience high crash rates. Adams County has concerns with how limited funds are being expended for transit. Adams County supports transit but other priorities need to take precedence to enhance economic growth.
- Robert Greer submitted an email with comments.
- Ean Tafoya - Green Latinos - Support for Bustang and specific support for more rural routes and increased service. Sees climate as a leading concern vs. the economy.
- Jamie Valdez - Green Latinos - Support for new Supplemental Draft Environmental Impact Statement (DEIS) for I-270 that compares the, “Healthy Communities,” with alternatives to widening as it was first compared to the baseline (current configuration). Valdez is vehemently opposed to the widening of I-270. Widening only increases traffic. The previous DEIS created a false binary (widening vs. nothing). A new DEIS needs to adopt real mitigation alternatives. Toll lanes are one such option. The Healthy Communities No Widening (HCNW) alternative should be included in the NEPA analysis and the preferred alternative of the new DEIS as it meets all of CDOT’s project goals. See the Design Assistance Team (DAT) report proposed previously. Several sustainable improvements as part of the alternative were listed.

For more details on public commenters who signed up and any written comments that may have been submitted to the TC, please reach out to the TC Secretary, Herman

Stockinger at herman.stockinger@state.co.us.

Comments of the Chair and Commissioners

- Commissioner Masters: No comment.
- Commissioner Hart: Expressed gratitude for the hard work CDOT put into the workshop presentations. He also wanted to remind everyone that he both supports Transit and Fix Our Roads projects. Recognized the presentation from the Pueblo Area Council of Governments. Conversations regarding the 10-Year Plan are meaningful and helpful. that CDOT can only implement projects with the funding that is allocated and in compliance with the statutes that are laid out through Colorado law.
- Commissioner Bowman: Wanted to give thanks to the other western and Inter Mountain Commissioners for coming to the Club 20 meeting in Grand Junction in March. Also wanted to thank CDOT for the informed discussion on the future of Bustang. Congratulations to the PACOG Long-Range Transportation Plan. Bridge and Tunnel Enterprise focused on bridge improvements. Tagging along County meetings with CDOT Region 3 RTD Jason Smith.
- Commissioner Jones: wanted to thank CDOT for workshop presentations, especially on fire mitigation, Bustang, and the 10-Year Plan. TC is having the right conversations and analysis on projects for the 10-Year Plan.
- Commissioner McLachlan: wanted to echo here the Commissioners thanks for the workshop presentations and also wanted to thank the RTD's for their help. She also attended the Club 20 meeting. She wanted to thank our federal partners for their help in re obtaining federal funds for the Elmore's Corner US 160 East project. Also of note - there will be a professional bike race in Durango in 2030 and there is a portion of the race route that would benefit from a bike/ped underpass to address safety concerns.
- Commissioner Ridder: attended the club 20 meeting in March and has traveled over 1,000 miles in the past month to attend various CDOT meetings around the state and his district. Also wanted to thank CDOT for the wildfire mitigation presentation and the efforts that will follow.
- Commissioner Parsons: Wanted to thank CDOT staff for the workshop presentation specially the 10-Year Plan and the wildfire mitigation presentations.
- Commissioner Marcano: attended a working group meeting for Gun Club Road in Aurora. He also wanted to highlight the new improvements to road infrastructure in Pueblo. Also wanted to highlight how Transit ridership has struggled in other parts of the country specifically with the Bay Area Rapid Transit (BART) attemptng to pass a tax to help with funding. He gleaned from this sentiment that transit is not federally subsidized to the same degree as

highways and other road infrastructure. Stressed the need to be efficient with limited funds available.

- Commissioner Barrett: Echoed her fellow Commissioners comments about the workshop presentations and various other items.
- Commissioner Gutierrez: Excused
- Chair Cook: wanted to thank CDOT for their efforts regarding wildfire mitigation. She attended the Jefferson County Commissioner Meeting as well wanted to give recitation to the commissioners that attended the Club 20 meeting. She also attended the ribbon cutting of the US 40 project in and near Empire and specifically commented on the new pedestrian bulbouts in the town of Empire along US 40.

Executive Director's Report - Shoshana Lew

- First talked about the ribbon cutting for the US-40 project in Empire noted that one of the perks of a warm dry winter is that CDOT can continue working on projects in the winter.
- Due the dry winter more fire danger is possible leading to fire mitigation needed along CDOT's highways.
- Concerning the legislative session, the Multimodal Transportation and Mitigation Options Fund (MMOF) program funding will most likely be cut by \$10.5 million (of a general fund transfer) and there is a bill that is looking to set guidelines for Autonomous Vehicles.
- CTIO and and the Clean Transportation Enterprise (CTE) are growing in their respective duties and wanted to give a shout out to Piper Darlington for her work on Mountain Rail.
- Mountain Rail just reached a rate-limiting factor agreement with Amtrak.
- FHWA and John Cater were thanked and recognized for helping with getting federal funding back for the US160 Elmore's Corner Project in Region 5.
- John Davis, who works in CDOT Region 5, Maintenance Section 2 is retiring.

Chief Engineer's Report - Keith Stefanik

- This is one of the only times Keith has as a slide deck to present at a Board meeting. Stefanik presented on the Speed Enforcement program along CO-119 and 1-25 North Segment 5.

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

- Wanted to thank the Commissioners for the inclusion of the CTIO board in the Bustang funding discussion. CTIO has a new new hire: a new Multimodal Financial Deputy, Meredith Moon.
- Tolling on Segments 6-8 of I-25 North are live. There is an extensive ad campaign about tolling violations, and Darlington specifically talked about ads

and a partnership with Colorado State University. This campaign is believed to have resulted in lower violation rates.

FHWA Report - John Cater

- Excused

STAC Report - STAC Chair, Gary Beedy

- STAC is supporting the FY26-27 Budget and gave a formal recommendation for approval by the TC.
- STAC got a demonstration on the STIP project tracking website.
- There will be a new interstate connecting Texas to New Mexico (I-27) in addition, New Mexico is interested in connecting to the future Front Range Passenger Rail.
- Our Federal partners are starting a new interstate creation/funding pool.
- STAC members, while they supported Bustang, were generally hesitant to fund Bustang with such a large funding gap for pavement maintenance projects.

Legislative Report - Emily Haddaway

CDOT Supports:

- [SB26-141: Wildlife Crossing Bill](#)
- [HB26-1237: Transportation Safety Modifications](#)
- [HB26-1127: Reporting after fatal car crashes](#)

Bills to be Amended:

- [HB26-1076: Transportation statutory cleanup](#)
 - CDOT suggests repealing the need for noise mitigations and a few other small clean up's to the bill
- [HB26-1286: Autonomous Vehicles](#)
- [HB26-1318: Traffic Safety near Schools](#)

Bill Postposed:

- [HB26-1248:Overweight Freight Bill](#)

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of February 19, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal Parcel 140R-Rev1, Steamboat Springs, US 40
- Proposed Resolution #4: John "Jack" Thurman Memorial Highway Designation Approval
- Proposed Resolution #5: R4 Access Appeal Access Application

#425127 on SH 85

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

Discuss and Act on Proposed Resolution #6: Condemnation Authorization Request - US 160 Elmore's East Project - Keith Stefanik and Julie Constan

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

Discuss and Act on Proposed Resolution #7: 6th Budget Supplement of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #8: FY 2026-27 Final Annual Budget Allocation Plan - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #9: Pueblo Area Council of Governments GHG Transportation Report - Darius Pakbaz

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

Discuss and Act on Proposed Resolution #10: CDOT GHG Transportation Report - Darius Pakbaz

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

Recognitions and Other Matters

Adjournment

The TC Board Meeting was adjourned at approximately 10:20 am.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, April 15-16, 2026.



Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz, Director, Division of Transportation Development
Date: April 3, 2026

Subject: FY 2027-2036 10-Year Plan Workshop

Purpose

Staff is continuing the process of presenting the 10-Year Plan for consideration. This month will feature a discussion about how the 10-Year Plan achieves PD-14 performance targets.

Action

This item is for informational purposes only.

Background

The 10-Year Plan is Colorado's roadmap for prioritizing and investing in critical transportation projects across the state over the next decade. It is an action plan that defines how and when transportation performance goals established in the recently adopted 2050 Statewide Transportation Plan will be achieved.

Key Plan Characteristics and Priorities:

- **Focus on PD-14 Targets:** The plan prioritizes strategic projects that advance the state's PD-14 performance goals, which include fixing roads, advancing transportation safety, and sustainably increasing transportation choice.
- **Funding:** Initiatives are fully or partially supported by "strategic funding", meaning flexible state and federal resources allocated to projects that directly address PD-14 performance goals.
- **Asset Management:** The plan significantly boosts funding to reduce backlogs in pavement and bridge maintenance and repair.
- **Safety:** Safety investments are centered on the Safe System Approach, with a focus on improving intersections.
- **Transportation Choice:** The plan supports options like Bustang, local transit, and active transportation.

Input Guiding Major Investments:

Major investment needs are identified through a comprehensive approach:

- Data analysis (e.g., addressing assets in poor condition, like pavement)
- Community outreach
- Statewide planning and development studies
- Metropolitan and rural regional transportation plans

Next Steps

The final draft of the FY 2027-2036 10-Year Plan is expected to be presented to STAC in May. STAC will then make a recommendation for the Transportation Commission to adopt the plan. Once adopted, this plan will establish the framework for future project development, budget formulation, and the finalization of the subsequent Statewide Transportation Improvement Program (STIP).

Attachments

- Presentation - 10-Year Plan Update



YOUR
TRANSPORTATION
PRIORITIES



POWERED
BY YOU

10-Year Plan

Statewide Transportation Advisory Committee

April 2026



Workshop Agenda



- Overview of the Performance Goals for the Statewide Transportation Plan
- How the 10-Year Plan Achieves PD-14 Targets:
 - Advancing Transportation Safety
 - Fix Our Roads
 - Sustainably Increase Transportation Choice
- 10-Year Plan Finalization & Next Steps



2050 Statewide Plan: Overview of the Performance Goals for the Statewide Transportation Plan





Performance Goals for future of Colorado's Transportation System

Policy Directive 14 Goals support the development of the 2050 Statewide Plan, the long term vision for transportation in Colorado, encompassing all CDOT Programs.

 <h3>Fix Our Roads</h3> <p>Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.</p> <p>Performance Measures</p> <ul style="list-style-type: none">• Bridge Condition• Pavement Condition	 <h3>Advancing Transportation Safety</h3> <p>No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.</p> <p>Performance Measures</p> <ul style="list-style-type: none">• Traffic-Related Fatalities and Serious Injuries• Vulnerable Road Users	 <h3>Sustainably Increase Transportation Choice</h3> <p>Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.</p> <p>Performance Measures</p> <ul style="list-style-type: none">• GHG Reduction• VMT Per Capita• Statewide Transit
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Advancing Transportation Safety

Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network so you arrive at your destination safely.

Performance Measures

- Fatalities and Serious Injuries
- Vulnerable Road Users

- Reduce the number of traffic-related fatalities and serious injuries.
 - 50% reduction by 2037
- Reduce the number of traffic-related fatalities and serious injuries involving Vulnerable Road Users.
 - 50% reduction by 2037





Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

Performance Measures

- Bridge Condition
- Pavement Condition

Pavement Condition

- Interstate Pavement in Poor Condition (FHWA Metric)
 - At or Below 1% (by 2037)
- State Highway System Pavement Drivability Life (DL)
 - At or above 80% High/Moderate DL (by 2037)

Bridge Condition

- National Highway System (NHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)
- State Highway System (SHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)





Sustainably Increase Transportation Choice

Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

Performance Measures

- Statewide Transit
- Clean Transportation

• Statewide Transit

- Collaborate with stakeholders, including local partners and rail operators, to expand statewide transit and rail services.
 - Increase revenue service miles by 66.7 million (83%) by 2037
- Reduce Vehicle Miles Traveled (VMT) per Capita
 - Achieve a 1% annual reduction in VMT per capita.

• Clean Transportation

- Reduce Greenhouse Gas (GHG) emissions from the transportation sector in-line with the Colorado GHG Pollution Reduction Roadmap.
 - 60% Reduction of Carbon Dioxide Equivalent (CO₂e) by 2037 (from 2005 baseline)





Achieving Performance Targets

How the 10-Year Plan Helps Move the Needle

Converts long-range strategy into implementable investments

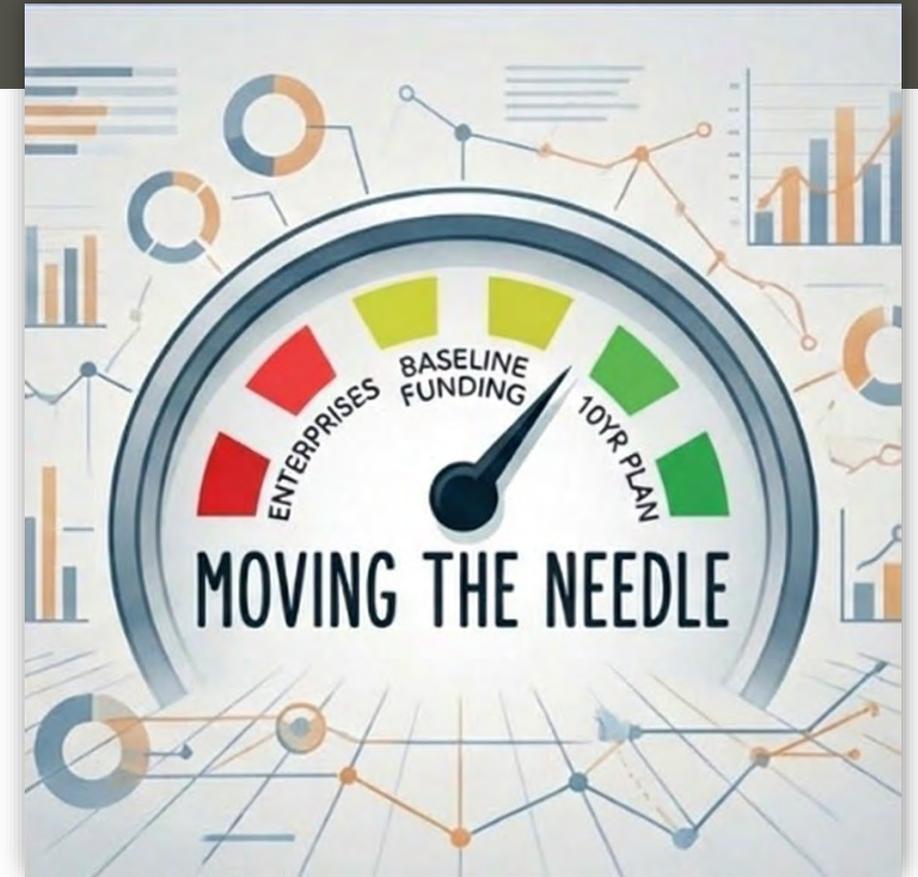
- The 10-Year Plan prioritizes strategic projects that directly advance the priorities from the long-range 2050 Statewide Transportation Plan.

Aligns funding with performance outcomes

- The 10-Year Plan evaluates projects against metrics such as safety outcomes, asset condition, and multimodal transportation needs.
- Projects included in the 10-Year Plan are selected because they demonstrate measurable progress toward PD 14 targets.

Integrates all available funding sources

- Consistent with the 2050 strategy, the 10-Year Plan looks at all available revenue streams (i.e., state transportation revenues, federal formula and discretionary funds, enterprise funding, and local & regional partnerships).
- By coordinating these funding sources, CDOT can deliver projects that best advance PD14 outcomes, even when funding comes from multiple sources, including our baseline funding programs and enterprises.





How the 10-Year Plan Helps Achieves PD-14 Targets: Fix Our Roads





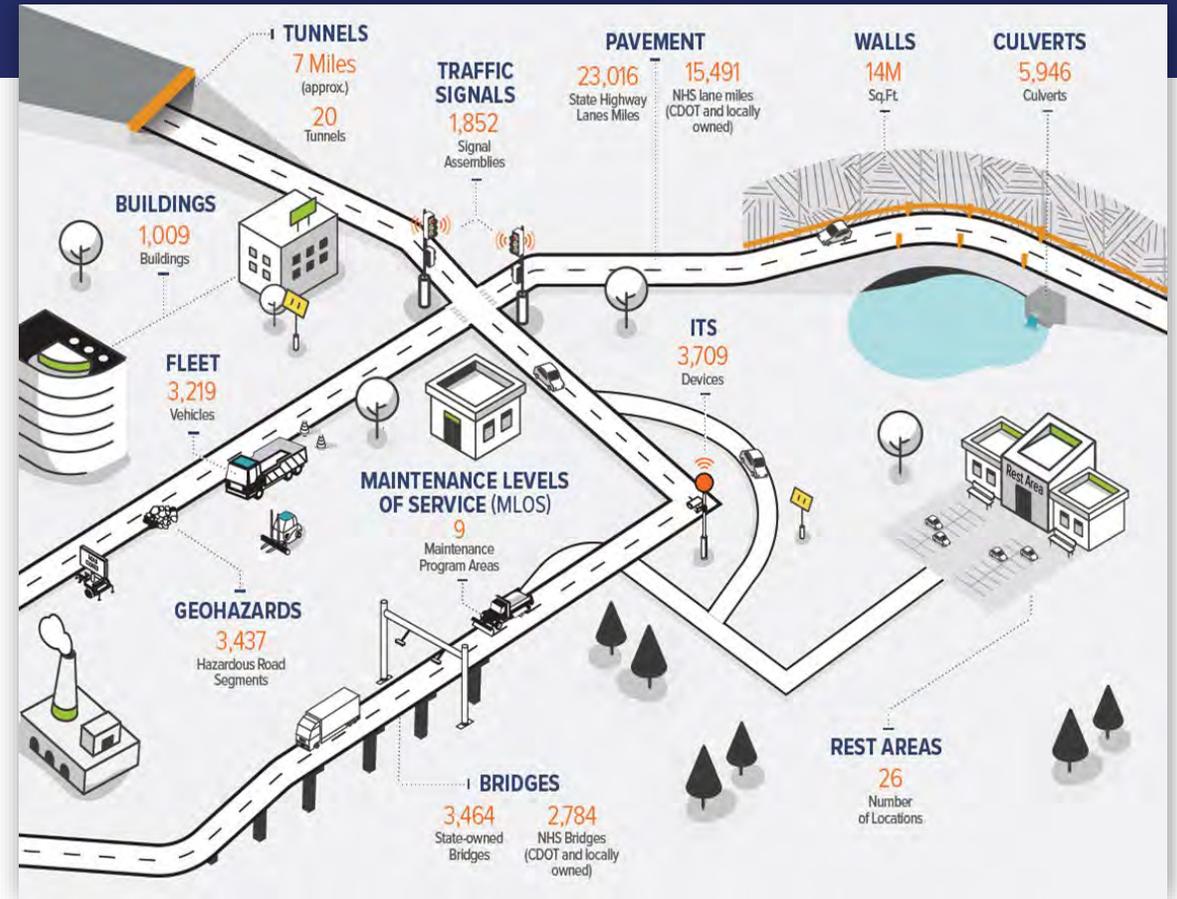
Meeting Performance Targets

Asset management selects cost-effective treatments

The Asset Management Program optimizes investments to achieve performance targets, but resources are limited.

The Transportation Asset Management (TAM) Program maximizes available funds by developing the best mix of cost-effective treatments (e.g., preservation, rehabs, etc.)

- The TC recently approved FY30 and FY31 TAM planning budgets that include:
 - Pavement funding of \$247.5 million in FY30 and \$253.3 million in FY31. This represents a 6.2 percent and 2.3 percent increase, respectively, compared to prior years.
 - Staff Bridge funding of \$38.3 million in FY30 and FY31. This funding maintains earlier budget levels as the Bridge and Tunnel Enterprise is increasing its preventive maintenance investment.





Meeting Performance Targets

Additional asset funding in the 10-Year Plan

CDOT is increasing pavement and bridge funding through the 10-Year Plan to make progress toward PD-14 targets.

Asset management funding is insufficient to meet long-term performance goals and has resulted in a backlog of “poor” assets. Strategic funding for the new 10-Year Plan helps address the pavement and bridge backlog.

- More than half (53%*) of projects include pavement and/or bridge asset management elements.
- Projects with asset management work are planned statewide, with an estimated* distribution of:
 - 30 projects in Region 1
 - 48 projects in Region 2
 - 25 projects in Region 3
 - 36 projects in Region 4
 - 15 projects in Region 5



*Tentative estimates, early 2026.



Meeting Pavement Performance Targets

Additional asset funding in the 10-Year Plan

The new 10-Year Plan significantly augments annual pavement investment.

10-Year Plan strategic funding invests in pavement by addressing rural roads, pavement rated “poor” under federal metrics, and more.

- Of the proposed projects in the new 10-Year Plan, about 55% include pavement work.
- The 10-Year Plan increases CDOT’s annual pavement investment by an estimated 65%* compared to the Surface Treatment budget alone.
- Lane miles treated: Equivalent to 7 years* of the Surface Treatment Program.

**Tentative estimates, late 2025.*





Meeting Bridge Performance Targets

Additional asset funding in the 10-Year Plan

The new 10-Year Plan includes substantial investments from the Bridge and Tunnel Enterprise (BTE) to help meet bridge PD-14 targets.

About 29% of the new 10-year Plan projects include bridge work.

New 10-Year Plan: BTE Bridge investments

- BTE plans to contribute \$637.2 million to the new 10-year plan—with most of it funding bridge projects. This includes:
 - \$354.5M in FY27-30 (21 bridge replacements)
 - \$26.5M in FY27-30 (15 bridges treated with preventative maintenance)
 - \$206M+ in FY31 and beyond (5 bridge replacements + other projects TBD)
 - \$50.2M in FY27-30 (tunnel repairs at EJMT)
- BTE's contribution will remove more than 296,000 sq. feet of poor deck area.

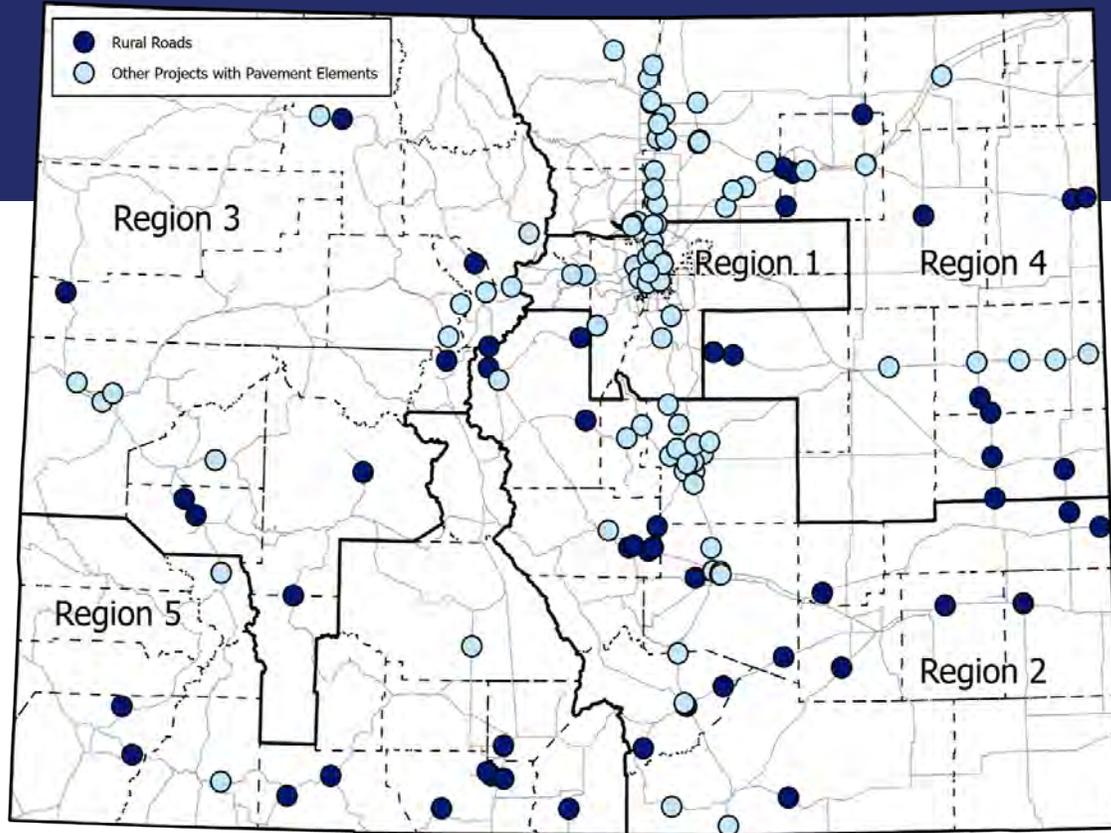




Fix Our Roads

Maintaining the Commitment to Rural Roads Statewide

CDOT will continue to focus on these roads as part of its next 10-year Plan through the Rural Road Paving Program and supplementing asset management funding.



59 projects will be rural road paving projects, including:

- US 50 between Penrose and the Fremont/Pueblo County Line
- CO 9C Fairplay to Hoosier Pass
- CO 9 South of Green Mountain Reservoir
- CO 9 Hoosier Pass paving
- CO 135 Almont

Another 78 projects will fix our roads as part of their scope, including:

- I-76 Keenesburg Overlay Preservation
- I-270 Corridor Improvements
- US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colona
- US 285 Safety and Mobility Improvements between Center and Saguache



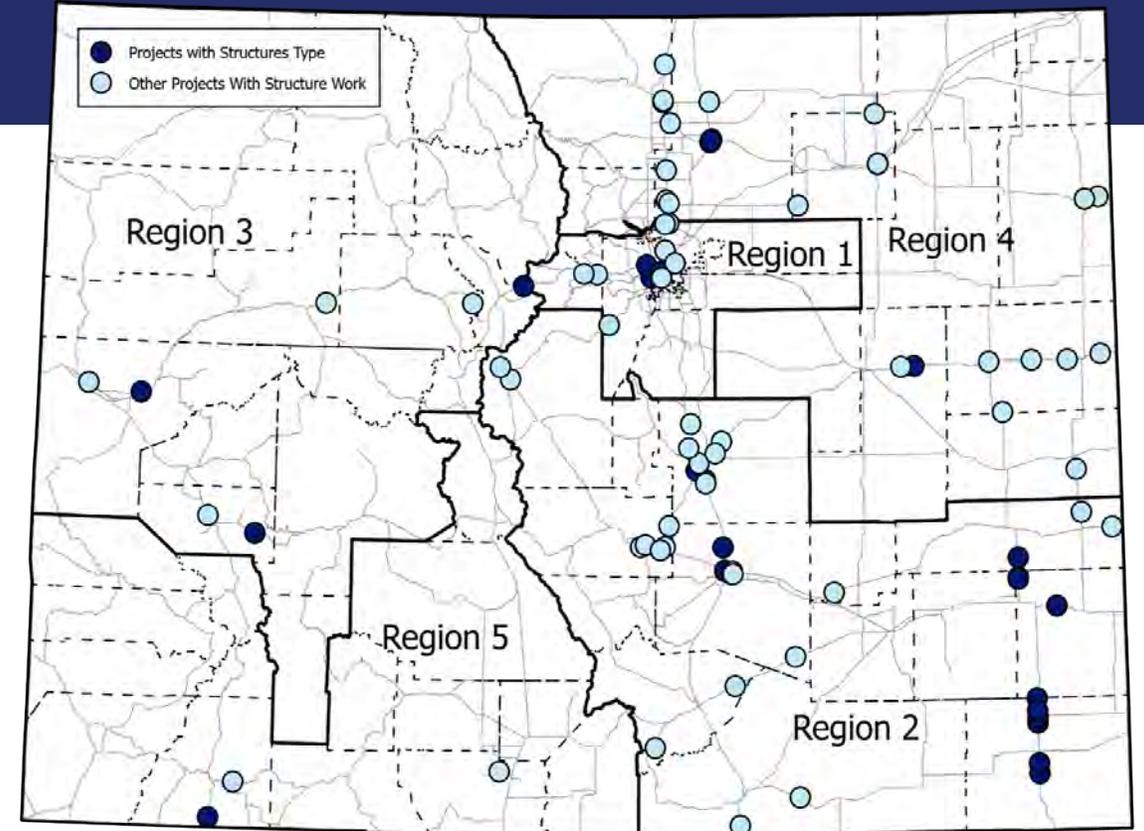
Fix Our Roads

Addressing Bridges and Structures Statewide

Projects within these plans will keep structures on our highways in a state of good repair and achieve performance outcomes of the Fix Our Roads goals.

72 projects will either be focused primarily on, or will include as part of its project scope, fixing or replacing poor bridges, culverts and other poor structures, including:

- Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake - Phase 1 US85A bridge replacement over I-25 and B St/Venetucci/Maxwell Intersection Improvements
- US 50 Bridge Preventative Maintenance - Prowers County
- I-25 and CO 14 Interchange and Multimodal Safety Improvements
- CO 371 between CO 15 and CO 368
- I-70 Glenwood Canyon Critical Asset Repair
- US 50 Asset Management North of Montrose





How the 10-Year Plan Helps Achieves PD-14 Targets: Advancing Transportation Safety





Advancing Transportation Safety

The Safe System Approach

Safety Culture

- Focus: Foster positive social norms and organizational change
- Key Areas: Legislation, policy, and data management

Safe Roads

- Focus: Implement cutting-edge infrastructure designs for all modes and users
- Key Strategies: Improve intersections, roadway departures, and speed interventions

Safe People

- Focus: Protect vulnerable users (pedestrians, bicyclists, motorcyclists, young and aging drivers, work zone crews)
- Key Areas: Work zones, bicycle and pedestrian safety, driver's education

Safe Driving

- Focus: Address impaired driving, distracted driving, speeding, and seatbelt usage
- Key Strategies: Public awareness campaigns and enforcement

Post-Crash Care

- Focus: Enhance crash survivability through better emergency response, medical care access, and traffic incident management
- Key Areas: Emergency Medical Services and Traffic Incident Management





Proven Safety Countermeasures: Pedestrian/Bicyclist



- **Bicycle Lanes**
Bicycle Lane additions can reduce total crashes up to 49% on urban collectors and local roads.



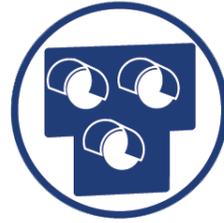
- **Crosswalk Visibility Enhancements**
Intersection lighting can reduce pedestrian crashes up to 40%.



- **Leading Pedestrian Interval**
LPI's can reduce pedestrian-vehicle crashes up to 13% at intersections.



- **Medians and Pedestrian Refuge Islands in Urban and Suburban Areas**
Pedestrian Refuge Islands can reduce pedestrian crashes up to 56%.



- **Pedestrian Hybrid Beacons**
PHBs can reduce pedestrian crashes up to 55%.



- **Rectangular Rapid-Flashing Beacons (RRFB)**
RRFBs can reduce pedestrian crashes up to 47%



- **Road Diets (Roadway Reconfiguration)**
A 4-lane to 3-lane road diet conversion can reduce total crashes by 19%-47%



- **Walkways**
Sidewalks can reduce crashes involving pedestrians walking along the roadway by 65%-89%



Proven Safety Countermeasures: Roadway Departure



- **Enhanced Delineation for Horizontal Curves**
Chevron signs can reduce night-time crashes up to 25%.



- **Longitudinal Rumble Strips and Stripes on Two-Lane Roads**
Centerline rumble strips can reduce head-on fatal and injury crashes on two-lane rural roads by 44%-64%.



- **Median Barriers**
8% of all fatalities on divided highways are due to head-on crashes.



- **Roadside Design Improvements at Curves**
Increasing the distance to roadside features to from 3.3 to 16.7 feet can reduce crashes by up to 22%.



- **Safety Edge**
Safety Edge can reduce fatal and injury crashes by up to 11%.



- **Wider Edge Lines**
6 inch edge lines can reduce fatal and injury crashes on rural, two-lane roads up to 37%.



Proven Safety Countermeasures: Intersections



- **Backplates with Retroreflective Borders**

Retroreflective backplates can reduce total crashes up to 15%.



- **Corridor Access Management**

Reducing driveway density on urban/suburban arterials can reduce fatal and injury crashes by 25%-31%.



- **Dedicated Left- and Right-Turn Lanes at Intersections**

Left turn lanes can reduce total crashes by 28%-48%.



- **Reduced Left-Turn Conflict Intersections**

Converting an unsignalized intersection to an unsignalized RCUT can reduce fatal and serious injury crashes up to 63%.



- **Roundabouts**

Converting a signalized intersection to a roundabout can reduce fatal and serious injury crashes up to 78%.



- **Systemic Application of Low-Cost Countermeasures at Stop-Controlled Intersections**

Enhanced signing and pavement marking at rural intersections can reduce fatal and injury crashes up to 27%



- **Yellow Change Intervals**

Appropriately timed yellow change intervals can reduce red-light running by 36%-50%.



Advancing Transportation Safety

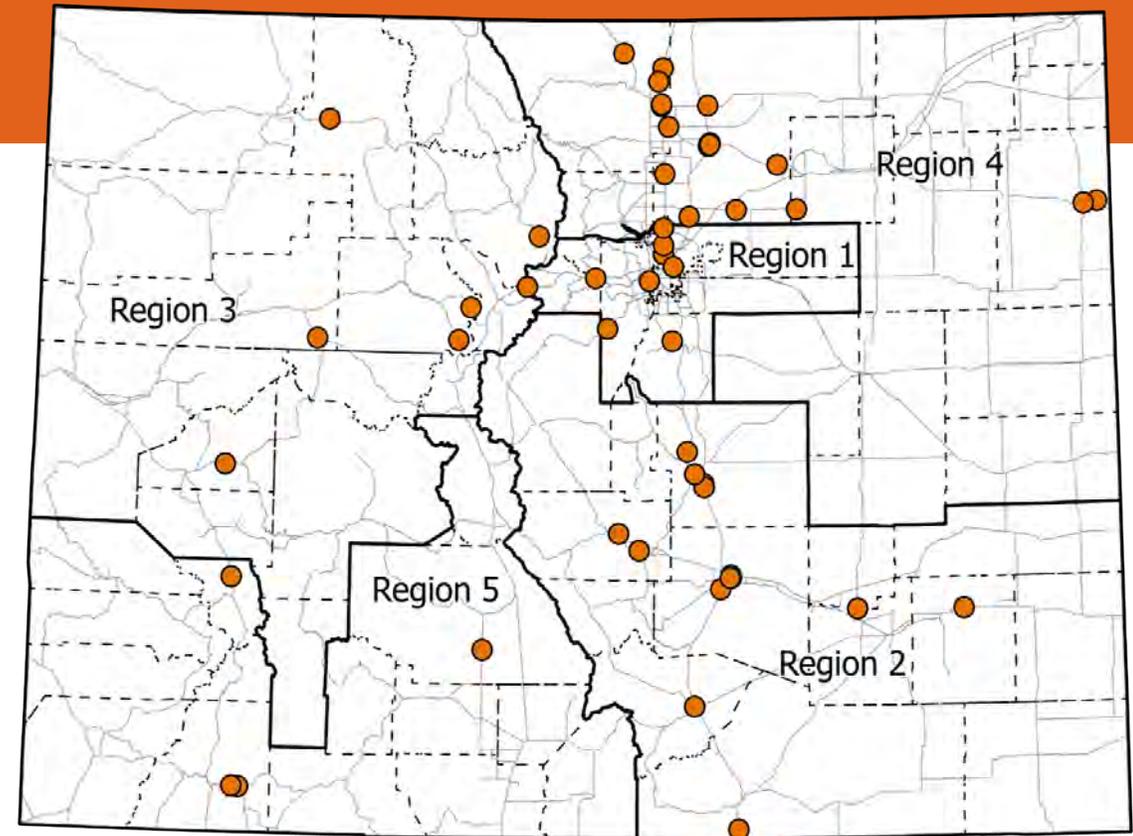
Investments towards Safer Travel Statewide

The Advancing Transportation Safety goal focuses on making travel safer for all modes. Overall, these projects will include elements to improve the safety of the traveling public.

49 projects are primarily designed for to make travel safer on our highways with shoulders and passing lanes improvements, including:

- I-270 Corridor Improvements Phase 2
- I-25 North between 84th Avenue and 104th Avenue (Segment 2a)
- I-70 West: Vail Pass Safety Improvements - Phase 1
- US 160: Dry Creek Passing and Mobility Improvements
- US 40 Passing Lanes between Craig and Steamboat Springs
- US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colon

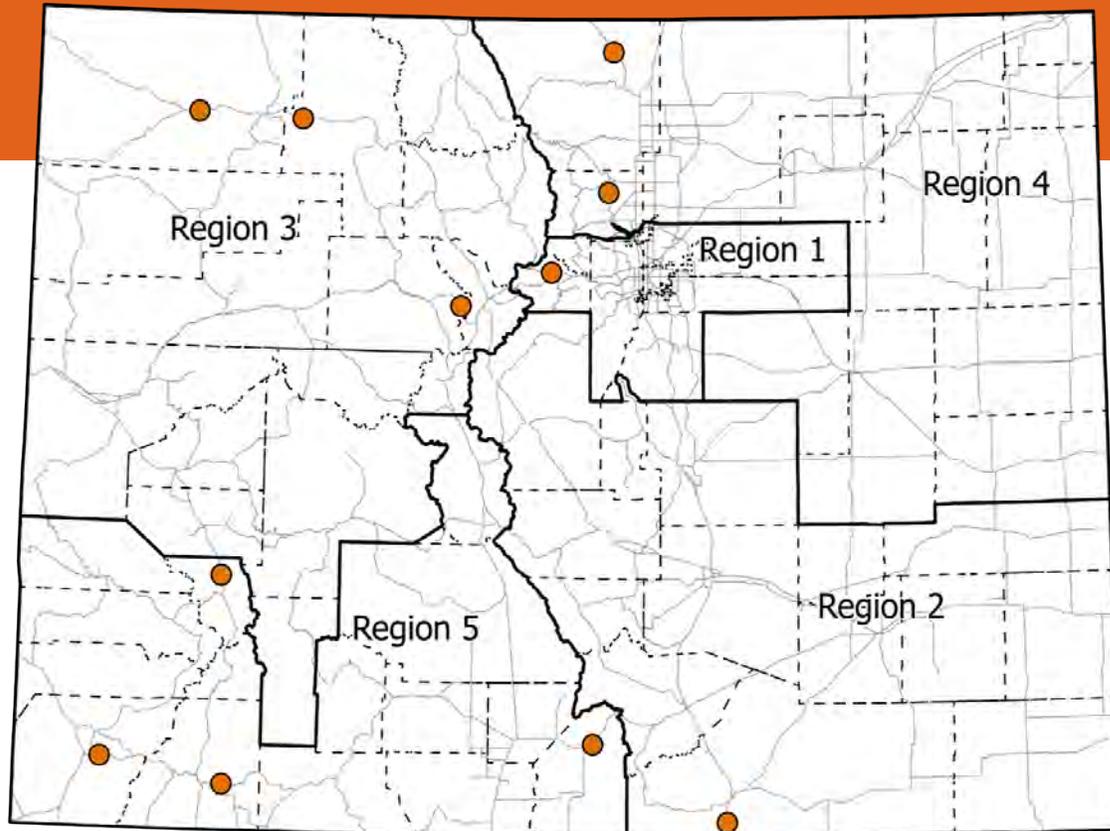
20-40% predicted intersection related crash reduction on corridors with these projects.





Advancing Transportation Safety

Reducing Wildlife Collisions



Projects focusing on wildlife mitigation help improve the safety of the traveling public, save the traveling public money through avoiding these crashes, and improve quality of life for residents and wildlife alike.

11 projects will help reduce wildlife crashes as part of its improvements, including:

- I-70 West: Empire Wildlife Crossing
- I-25 Raton Pass Wildlife Safety Improvements
- US 160 East of Fort Garland Safety and Wildlife Mitigation; Advancing Transportation Safety (to be completed in early 2026)
- Wildlife Mitigation on US 160 between Cortez and Mancos
- I-70 West: Vail Pass Safety Improvements - Phase 1
- US 160 Elmore's Corner East

20-40% predicted intersection related crash reduction on corridors with these projects.



Advancing Transportation Safety

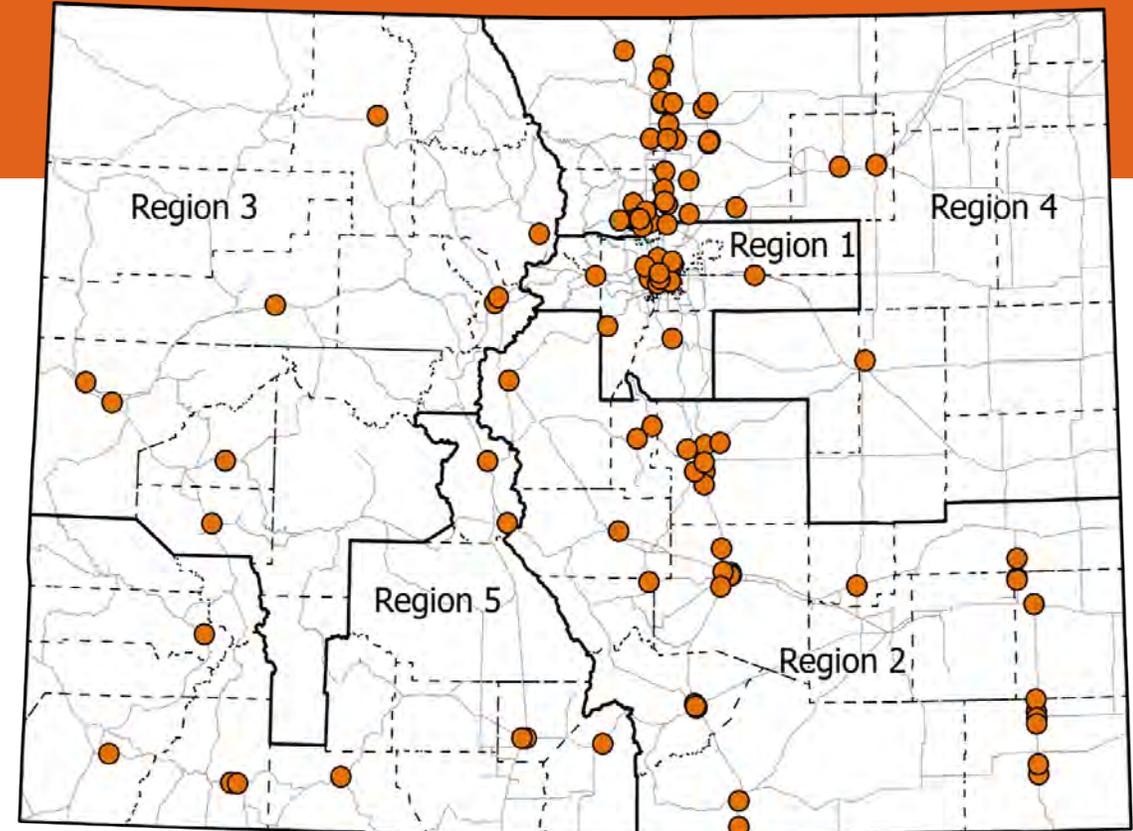
Safer Intersections Statewide

The Advancing Transportation Safety goal focuses on investments to improve safety on our transportation system, for all modes. This includes improving intersections throughout both regions to make them safer for all users of the transportation system.

86 projects are focused on making intersections safer including:

- I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue
- Colfax Stadium Safety Access Improvements
- Federal Boulevard BRT Phase 1
- US 40 and Downhill Drive Intersection Improvements
- Intersection Improvements at US 160 and Pike Avenue
- Intersection Improvements at US 160 and CR 30.1 (Phil's World)
- Intersection and Pedestrian Improvements at CO 291 and US 50
- US 50/US 550 Intersection Improvements

20-40% predicted intersection related crash reduction on corridors with these projects.





How the 10-Year Plan Helps Achieves PD-14 Targets: Sustainably Increase Transportation Choice





Sustainably Increase Transportation Choice

Supporting Statewide Transit Services

Supporting Bustang and local transit services throughout the state will also provide transportation choice for travel within communities and includes continued investment in the 10-Year Plan.

\$60 million investment in Bustang, supporting routes such as:

- Bustang North Line (Denver to Ft. Collins)
- Bustang South Line (Denver to Colorado Springs)
- Outrider Routes throughout the state

15 Projects will support stops and mobility hubs for Bustang Services

50 Projects will support local transit service through local agency partners. Examples include:

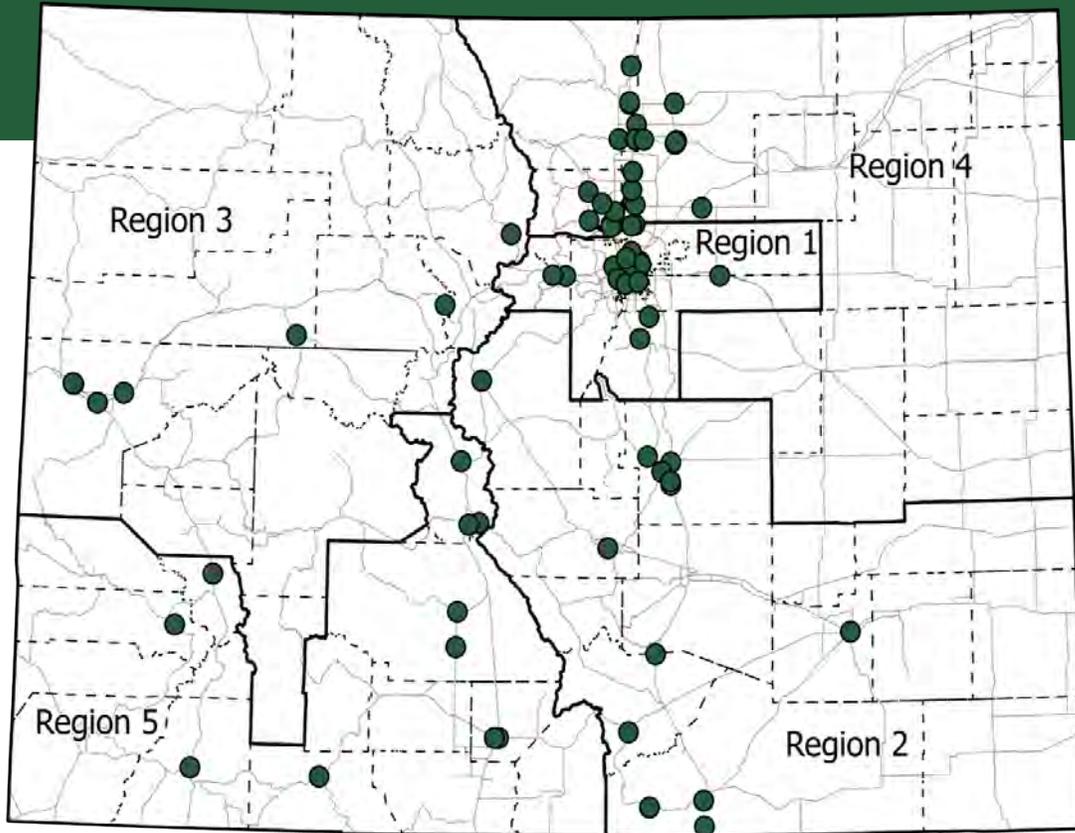
- Federal Boulevard BRT
- Pikes Peak State College North & South Mobility Hubs
- Poncha Springs Crossroads Welcome Center
- Durango Transit Capital Improvement





Sustainably Increase Transportation Choice

Supporting Active Transportation



Projects in the 10-Year Plan will continue to support Active Transportation efforts, either delivering major improvements or as part of the overall project scope, supporting walking and biking throughout Colorado.

74 projects will also include active transportation elements including:

- I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street
- US 6 Fruita to Palisade Safety Improvements (Fruita)
- US 285 Multimodal Improvements in Saguache
- US 24 Intersection Improvements at Steele in Buena Vista
- CO 7 Priority Intersection Improvements
- I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue
- US 6 and Wadsworth Boulevard Interchange



Sustainably Increase Transportation Choice

VMT Reduction Performance

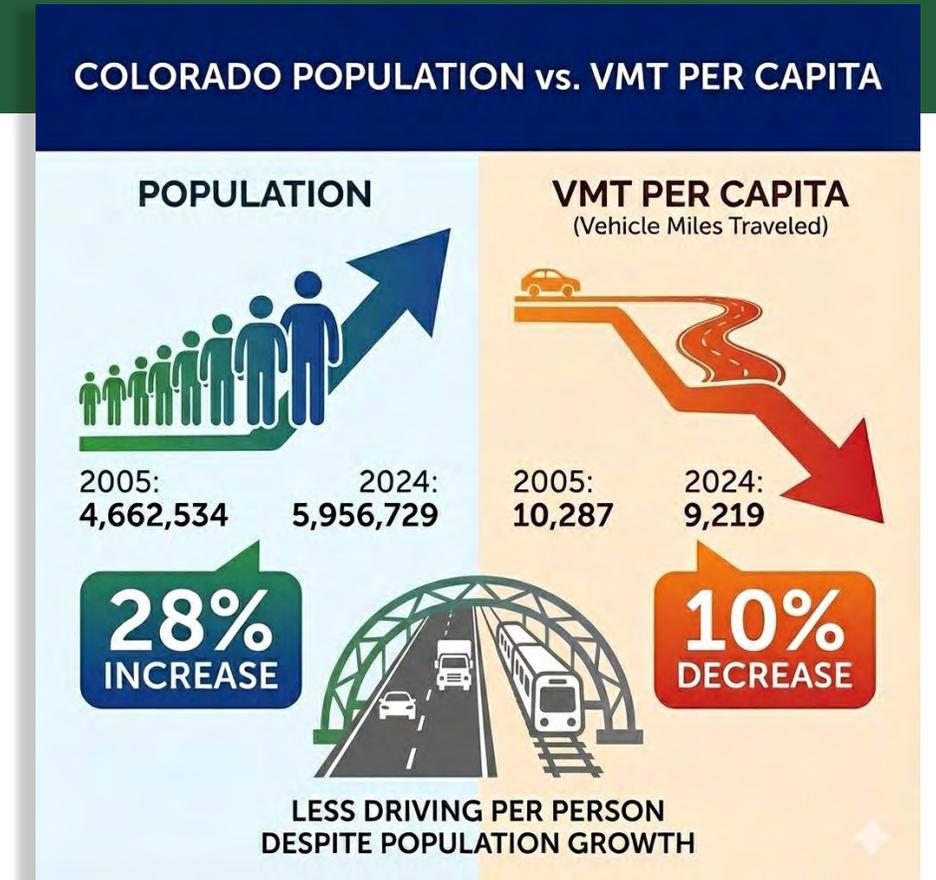
People throughout the state are driving less and utilizing multimodal options, resulting in a reduction in VMT per Capita, expecting to continue in the future.

Overall VMT Per Capita has declined in the past two years:

- Since 2005, Colorado's population has increased by 28% while VMT per capita has decreased by 10% in the same period.

Continued decline in VMT per Capita projected into the future:

- Based on current trends, it is projected that VMT per capita will continue to decline by approximately 7 percent over the next ten years.
- This is a reduction of 19% from 2005 levels.
- While Population is projected to continue to increase by another 11 percent over the next ten years or a total of 42% since 2005.

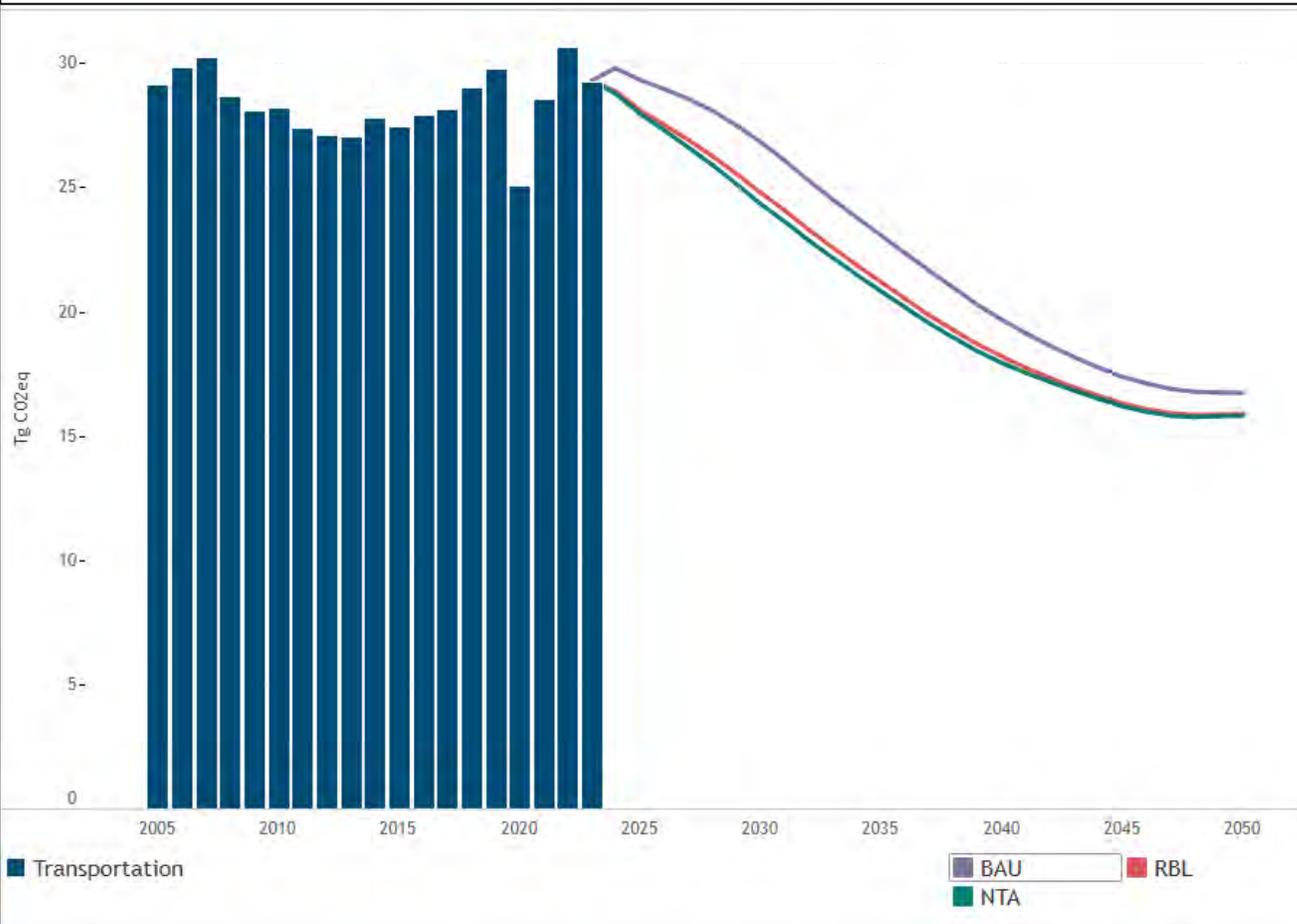




Sustainably Increase Transportation Choice

GHG Emissions

GHG Emission Inventory and Projections - Transportation Sector



GHG from the Transportation section continues to decline due to the Department’s programs and the administration’s near-term actions from the GHG Pollution Reduction Roadmap.

GHG Emissions from the Transportation Sector is expected to continue to decline in the future.

- 2005 GHG from transportation sector GHG Inventory - 29.14 MMT
- 2037 projected GHG from transportation sector - 19.5 MMT
- 33% reduction in emissions from transportation sector from 2005 levels.
- Includes Aviation GHG emissions (15% of total) as part of the transportation sector.

- Emissions from Previous Years
- BAU - “Business as usual”
- RBL - “Roadmap Baseline”
- NTA - “Near Term Action”



Sustainably Increase Transportation Choice

Vehicle Revenue Miles Goals

CDOT and its Enterprises are leading the way to help provide more multimodal options and working with local transit partners on increasing transit throughout the state. Some examples include:

Major Passenger Transit and Rail Projects providing more travel options for regional travel in the state:

- Front Range Passenger Rail/Joint Service Rail projects
- Mountain Rail Project
- Federal Blvd. and Colorado Blvd. Bus Rapid Transit Projects

Clean Transportation Enterprise (CTE) Formula Program:

- The CTE's Formula Funding Grant Program will provide more than \$350 million in additional funding for local transit agencies operating and capital costs from FY2026-FY2030.
- Participating agencies estimate the funding will fund 29.9 million additional vehicle revenue miles and potentially enable 46 million more unlinked passenger trips statewide through 2030.





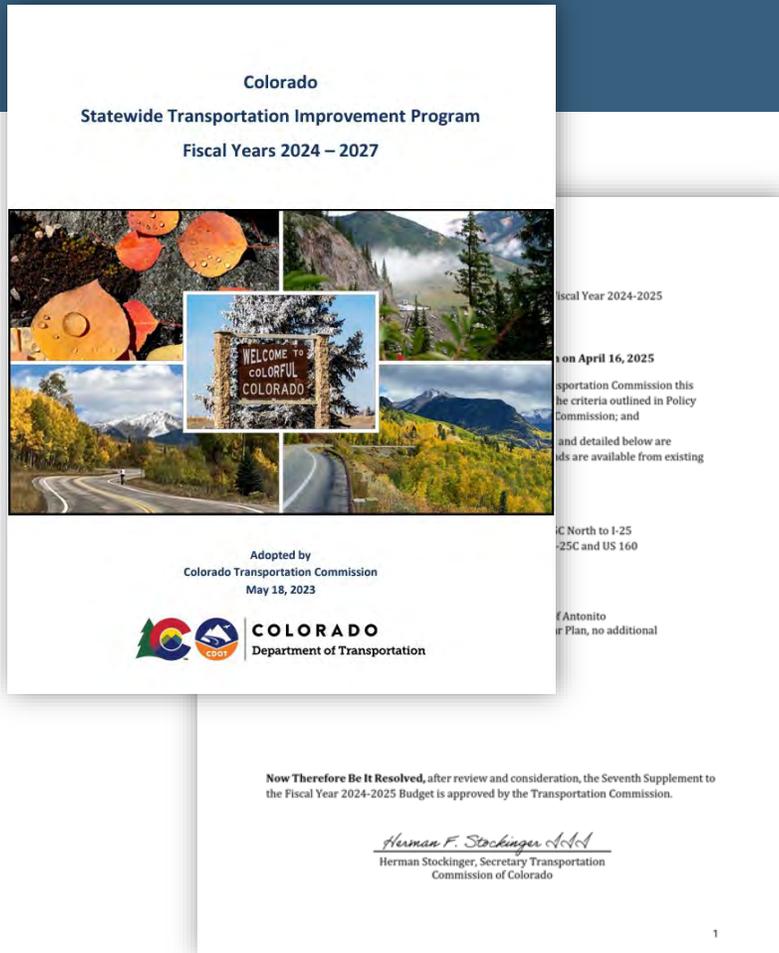
Finalization Schedule & Next Steps





Accountability & Transparency Amending the Plan & Future Development

After Adoption, the plan can be amended mid-cycle and will be amended in future planning cycles.



The Transportation Commission can review and amend the plan mid-cycle.

- The addition or removal of any project between major update cycles.
- Per PD 703, approve any requests for modifications to strategic funds within the plan.
- Annually in May, approve the STIP which will allocate funding per federal statute and approve the CDOT annual budget, including funding allocations for the fiscal year for strategic fund line-items.

Development of the next four-year prioritized period (FY31-FY34) starting in Fiscal Year 2029.

- This update will be adopted by the Commission, anticipated in Spring 2029.

CDOT Staff will be managing the plan through a robust change control process.



Accountability & Transparency Reporting on 10-Year Plan Progress

On-going transparency with the Public, Stakeholders, and Statewide Partners

10-Year Plan Dashboards

- Available publicly on codot.gov, with detailed funding and status, and estimated construction start/end dates

Quarterly 10-Year Plan Report

- Every project listed with approved strategic funding and current status in pipeline.

Annual 10-Year Plan Report, included in the Department's Budget Submission

- Published in November, similar to quarterly reports.

CDOT's Annual Project Accomplishments Report

- Projects completed in the prior calendar year from all CDOT programs.

Webpages for major projects on codot.gov

I-70 Floyd Hill Project | Construction

Accountability Dashboard

10-Year Plan Project Status & Funding

Welcome to the Colorado Department of Transportation's 10-Year Plan program of projects.

Total Estimated Cost
\$11.3bn

Total Strategic Funds
\$4.0bn (FY19-25) | \$1.8bn (FY27+ potential)

Funding Source	Amount
CDOT Strategic	\$5,844M
Other CDOT	\$1,264M
Bridge & Tunnel Enterprise (BTE)	\$809M

2024 Project Accomplishments

Project Type	Percentage
1M	55%
2M	18%
3M	13%
4M	4%

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022

“In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on first-hand input from residents across the state. The resulting product – CDOT’s 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.”



Roadmap for Plan Adoption

May 2025 STATEWIDE PLAN INFORMATION YTP.codot.gov

THE LATEST ON TRANSPORTATION PLANNING

YOUR TRANSPORTATION PRIORITIES POWERED BY YOU

VISION FOR COLORADO'S TRANSPORTATION SYSTEM

UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - MAY 2025

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

The resulting product – CDOT's 10 Year Plan – has been instrumental in focusing the Department on delivering a defined set of priority projects, resulting in over one billion dollars of transportation improvements across the state. In 2022, this updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction.

The CDOT team looks forward to building these projects and creating a safer, more mobile transportation system for all Coloradans. **”**

Shoshana Lew
—Shoshana Lew, CDOT Executive Director

Harmony Road Park in Bldg Expansion.

LEARN MORE YTP.codot.gov | YTP.state.co.us

10-Year Plan Adoption

- Staff will be seeking a STAC recommendation for TC adoption of the 10-Year Plan in May.
- Adoption of the plan will set the framework for project development, budget development, and finalization of the next Statewide Transportation Improvement Program (STIP).



COLORADO

Department of Transportation

Office of Innovative Mobility

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Michael King, Asst. Director of Electrification & Energy
Date: April 2, 2026

Subject: CDOT Electrification & Energy Update

Purpose

To provide an update on recent developments and ongoing progress in CDOT OIM's electrification and energy portfolio.

Action

Informational

Background

Colorado has ambitious zero-emission vehicle (ZEV) goals and a holistic approach to encouraging adoption that includes tax incentives, supportive policy, grant programs, and awareness campaigns. Over the past several years, Colorado has emerged as a national leader in ZEV adoption by significantly increasing the number of vehicles on the road, chargers in the community, and electric transit buses in fleets around the state. Through both state and federal investments, the ZEV market is continuing to grow and diversify year over year, despite recent turbulence. The state's success in growing the adoption of ZEVs helps to support broader efforts to reduce GHG emissions and harmful air pollution.





COLORADO

Department of Transportation

Office of Innovative Mobility

Next Steps

Recently, multiple challenges have emerged in relation to changing federal policy, market uncertainty, and persistent technical challenges. CDOT and its partners are well-positioned to weather these headwinds and continue our successful deployment of vehicles and infrastructure over the coming years by refining existing programs, targeting limited funds, and continuously evolving our efforts alongside the market.

Attachments:

Presentation - Electrification & Energy Update for STAC





COLORADO

Department of Transportation

Electrification & Energy Update for STAC

STAC Meeting - April 2nd, 2026



Agenda Topics

- ZEV Goals
- ZEV Market Update
- Charging Availability
 - Charging Infrastructure Programs
 - NEVI Program Updates
 - Scenic Byways Electrification
- Transit Electrification
- Q&A and Discussion





State and CDOT Goals Related to EVs

- Colorado GHG Reduction Targets

- 26% by 2025
- 50% by 2030
- 65% by 2035
- 75% by 2040
- 90% by 2045
- Net Zero by 2050

- Colorado EV Plan Targets

- 940,000 Light Duty EVs by 2030; nearly 100% by 2050
- 30% MHD ZEV sales by 2030; 100% by 2050
 - 35,000 MHD EVs by 2030
 - 1,000 Transit ZEVs by 2030; 100% by 2050
- 10,000 eBikes by 2025
- 1,700 DCFC & 5,800 Public L2 ports by 2025

- CDOT Clean Transportation WIGs



Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations from 83% to 85% by June 30, 2026



Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 18 to 21 by June 30, 2026

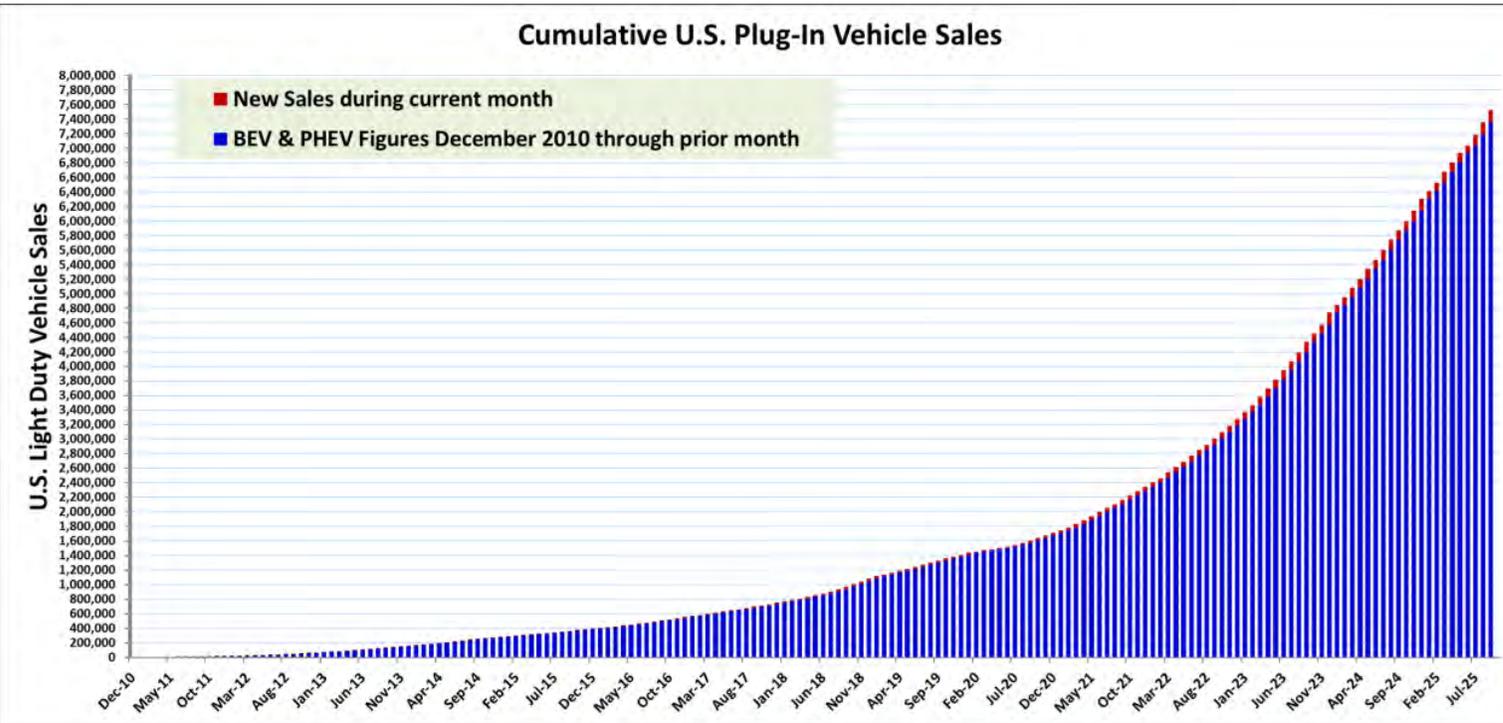


Electric Vehicle Market





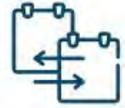
U.S. Cumulative EV Sales



- Cumulative sales of EVs have been growing at an increasing rate
- From the introduction of the first mass market EV in December 2010, it took 8 years for cumulative sales to reach 1 million; less than 3 years to reach 2 million; just over a year to reach 3 million and only 9 months to reach 4 million cumulative sales.



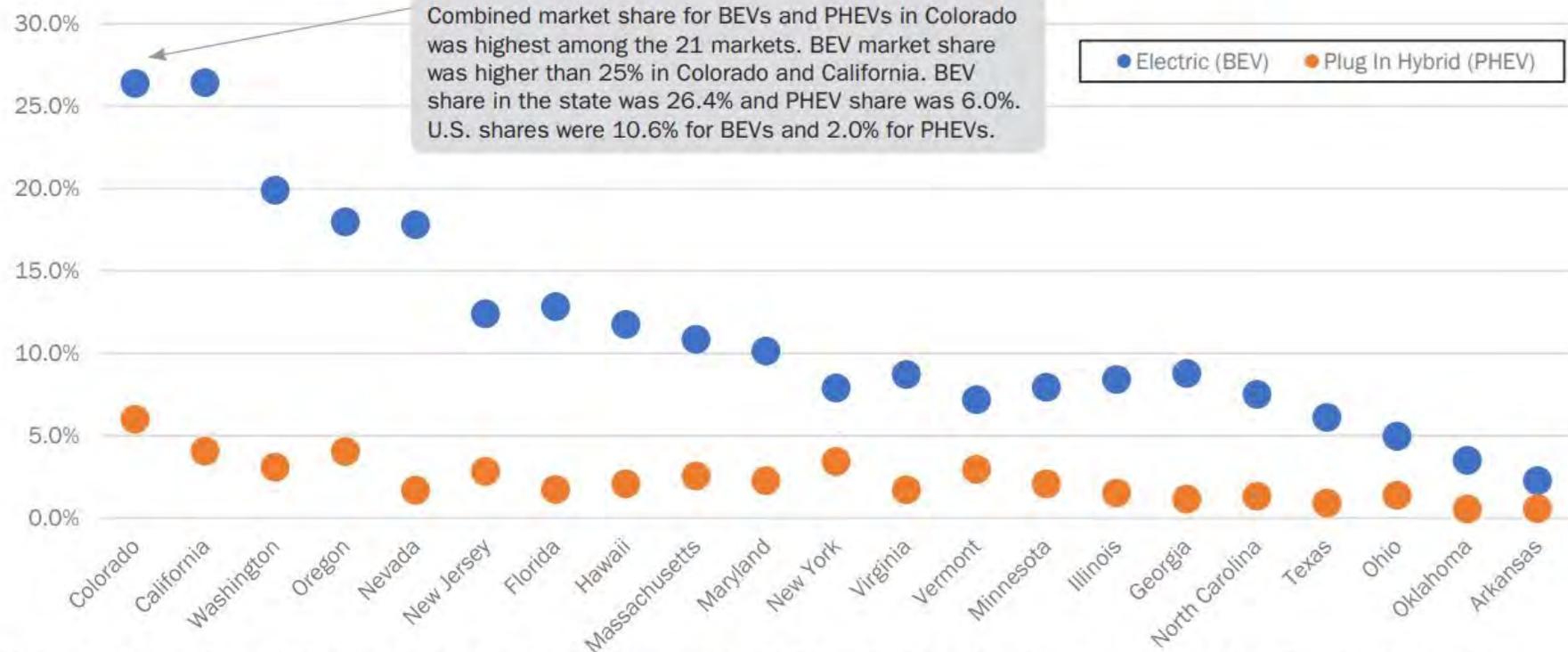
Colorado Ranked #1 in U.S. EV Sales in Q3 2025



COMPARE

COMPARISON OF STATE MARKETS

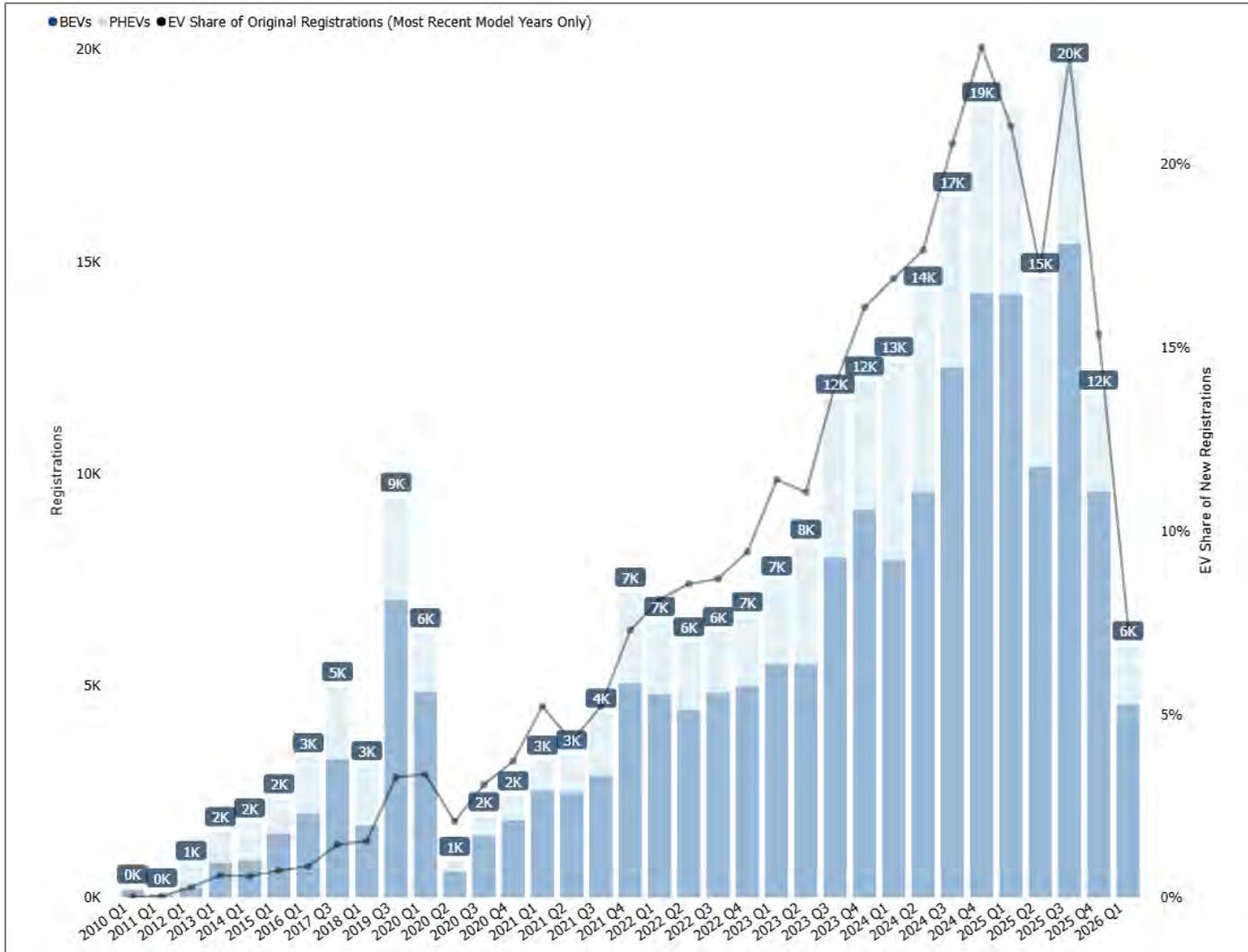
BEV and PHEV Share in Selected State Markets - Third Quarter, 2025



Markets are shown from left (highest) to right (lowest) based on combined BEV and PHEV market share. Data sourced from Experian Automotive.



EV Registrations in Colorado



Total ZEVs = 207,707 on the road

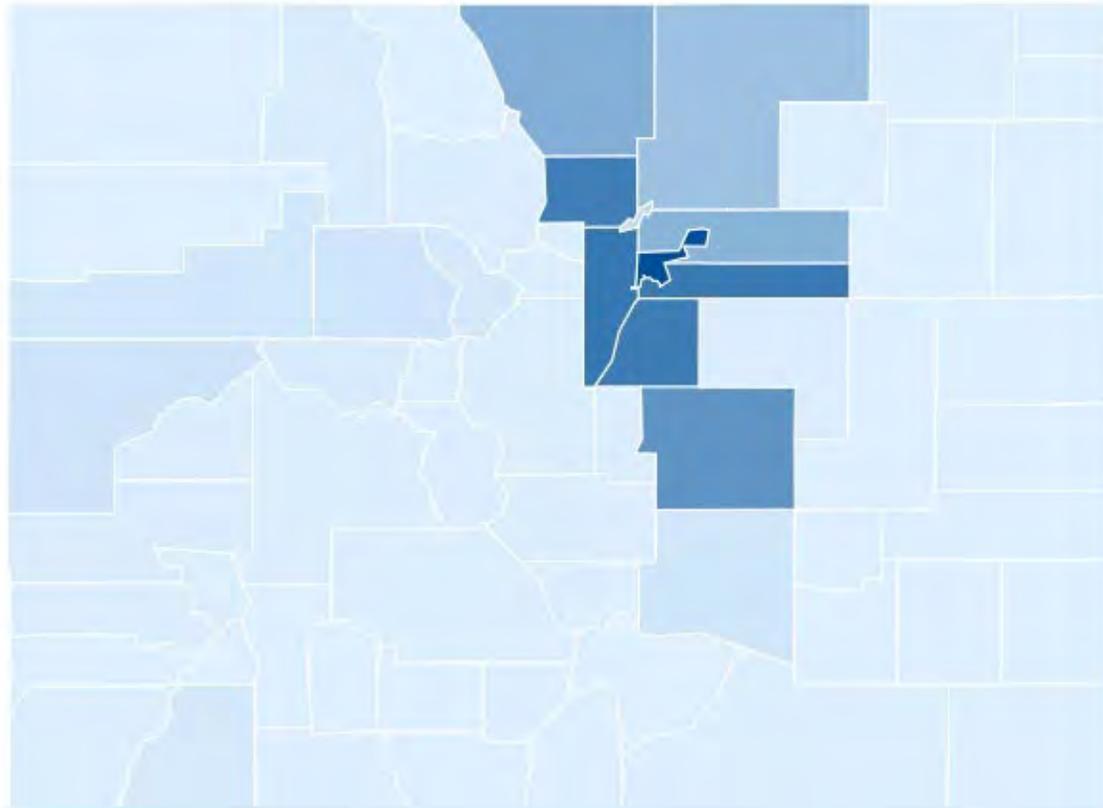
- BEVs = 154,538
- PHEVs = 53,169
- Registration trends have generally been increasing year-to-year over time, with significant swings in 2025 based on the reduction or elimination of the state and federal tax credits on 1/1 and 10/1
- Following a low point in November 2025, monthly new EV registrations are increasing again and the used EV market is growing as many 24-month leases start to expire



Distribution of EV Registrations in Colorado

EVs on the Road by County

Zoom in and out by scrolling on your mouse or trackpad while hovering over a desired location on the map.





Charging Availability





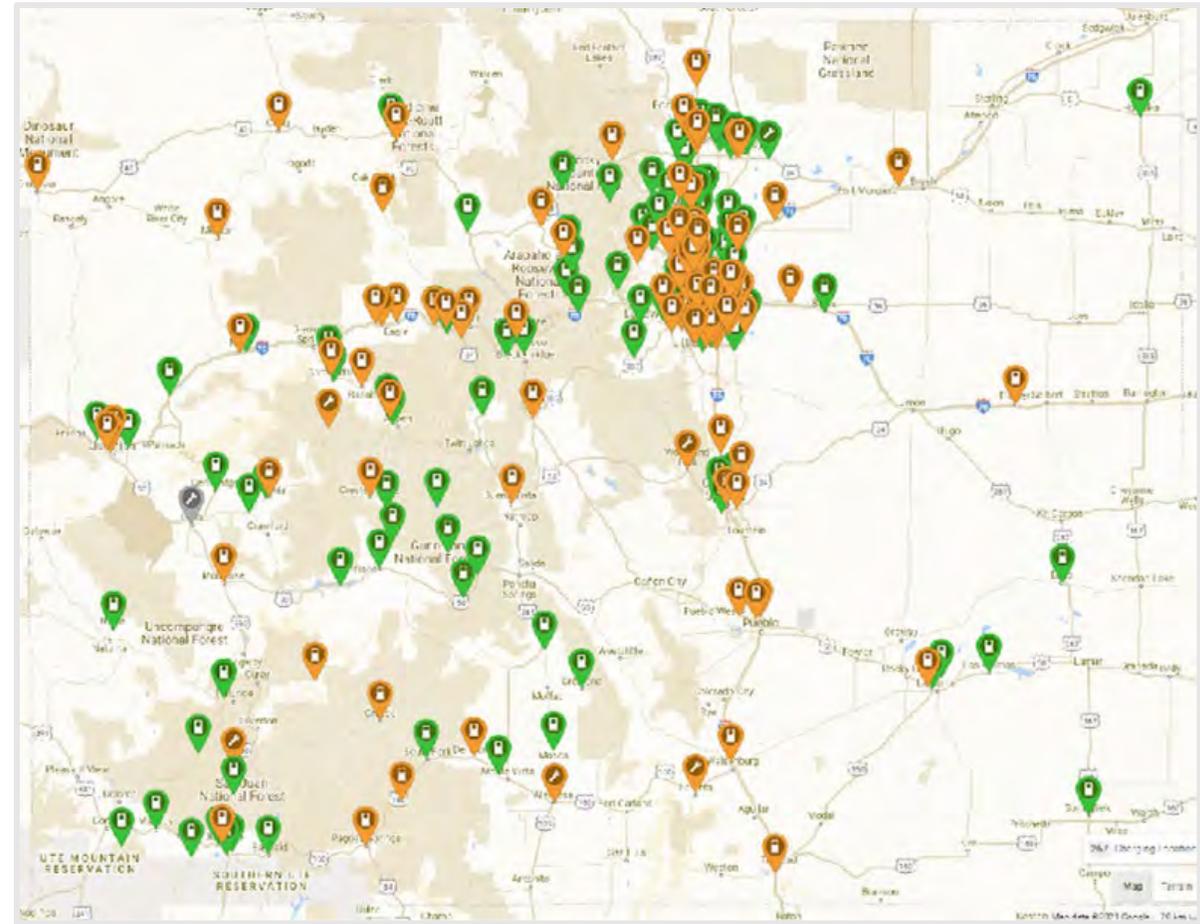
Charge Ahead Colorado and Fleet-ZERO

Charge Ahead Colorado (est. 2013)

- Competitive grants for community based Level 2 and DC Fast-Charging (DCFC) stations across the State
- Grants for more than 2,600 EV charging stations awarded to date
- Application periods are offered 3 times per year

Fleet-ZERO (est. 2023)

- Offers grants to private and public fleets to purchase Level 2 and DCFC stations
- Grants for more than 800 ports at 150 locations awarded to date





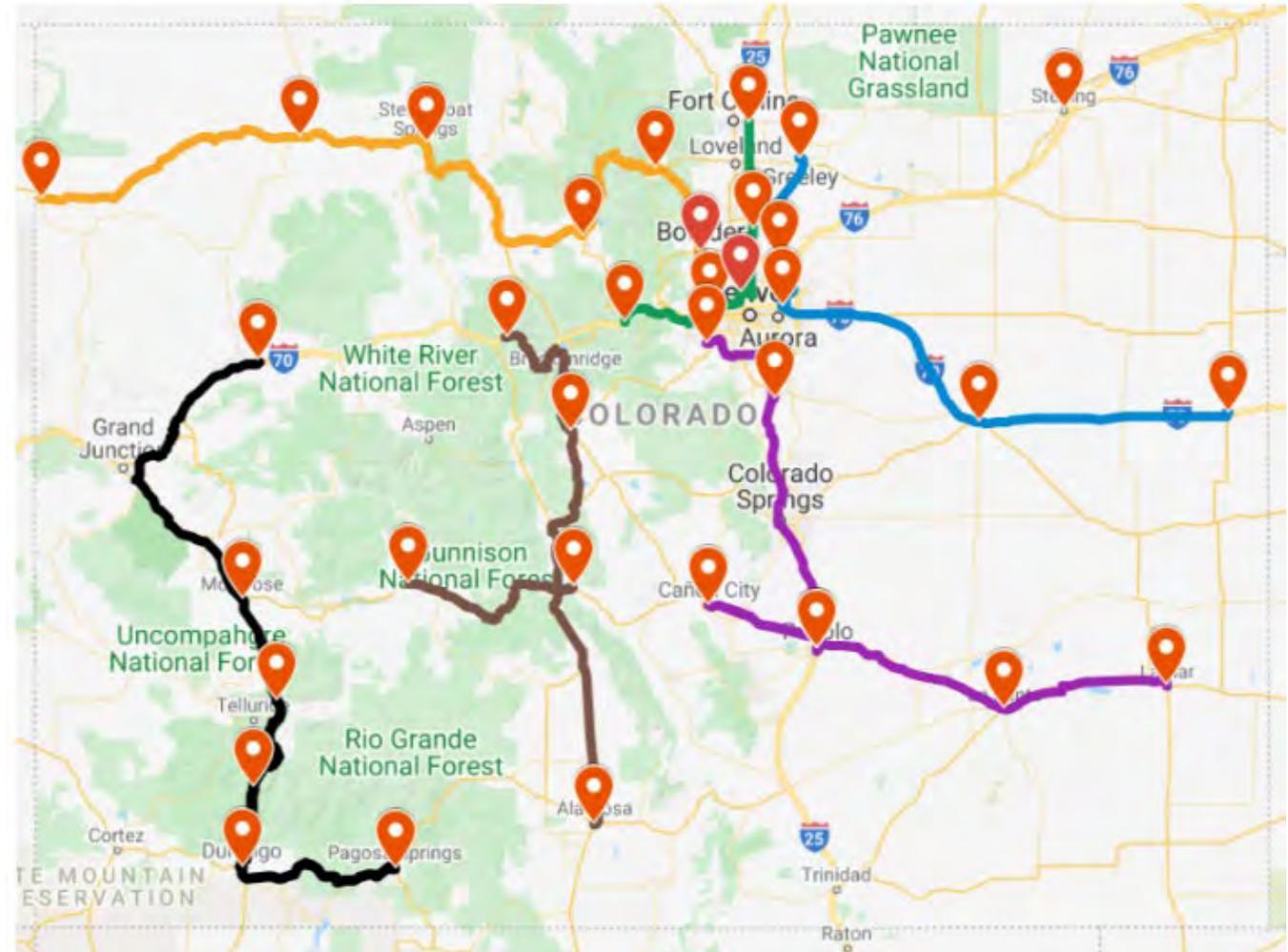
Colorado DCFC Grant Programs

DCFC Corridors Program

- Established 2019, completed August 2024!
- Approximately \$10.3M grant with ChargePoint to develop 33 sites in Colorado.

DCFC Plazas Grant Program

- Established 2021, combines state and NEVI funding
- 2 application windows per year





National Electric Vehicle Infrastructure (NEVI) Program

The Infrastructure Investment & Jobs Act (IIJA) provided \$7.5 billion for new EV charging programs

- \$5 billion in the [National Electric Vehicle Infrastructure \(NEVI\) formula program](#)
 - Colorado's allocation was \$56.5 million over 5 years
 - Projects must meet minimum standards for power level and number of ports
 - Eligibility is limited to specific nationally-designated alternative fuel corridors
- \$2.5 billion is also available through the competitive [Charging & Fueling Infrastructure \(CFI\) discretionary grant program](#)
 - No geographic eligibility limitations
- Each state was required to develop and submit a NEVI Plan to the Joint Office of Energy & Transportation, and then update it annually



NEVI Program Accomplishments

- Colorado has completed 4 rounds of NEVI Program awards under the umbrella of the DCFC Plazas Program (which also awards state Community Access Enterprise)
- 12 NEVI-funded charging plazas opened across the state in 2025, another 26 are actively being developed, and 7 more have been awarded but not contracted
- At the same time, the Colorado Energy Office is still actively investing in statewide Level 2 charging infrastructure through the Charge Ahead Colorado and Fleet ZERO grant programs



Siebert



Frisco



Monument



NEVI Program Pauses and Continuation

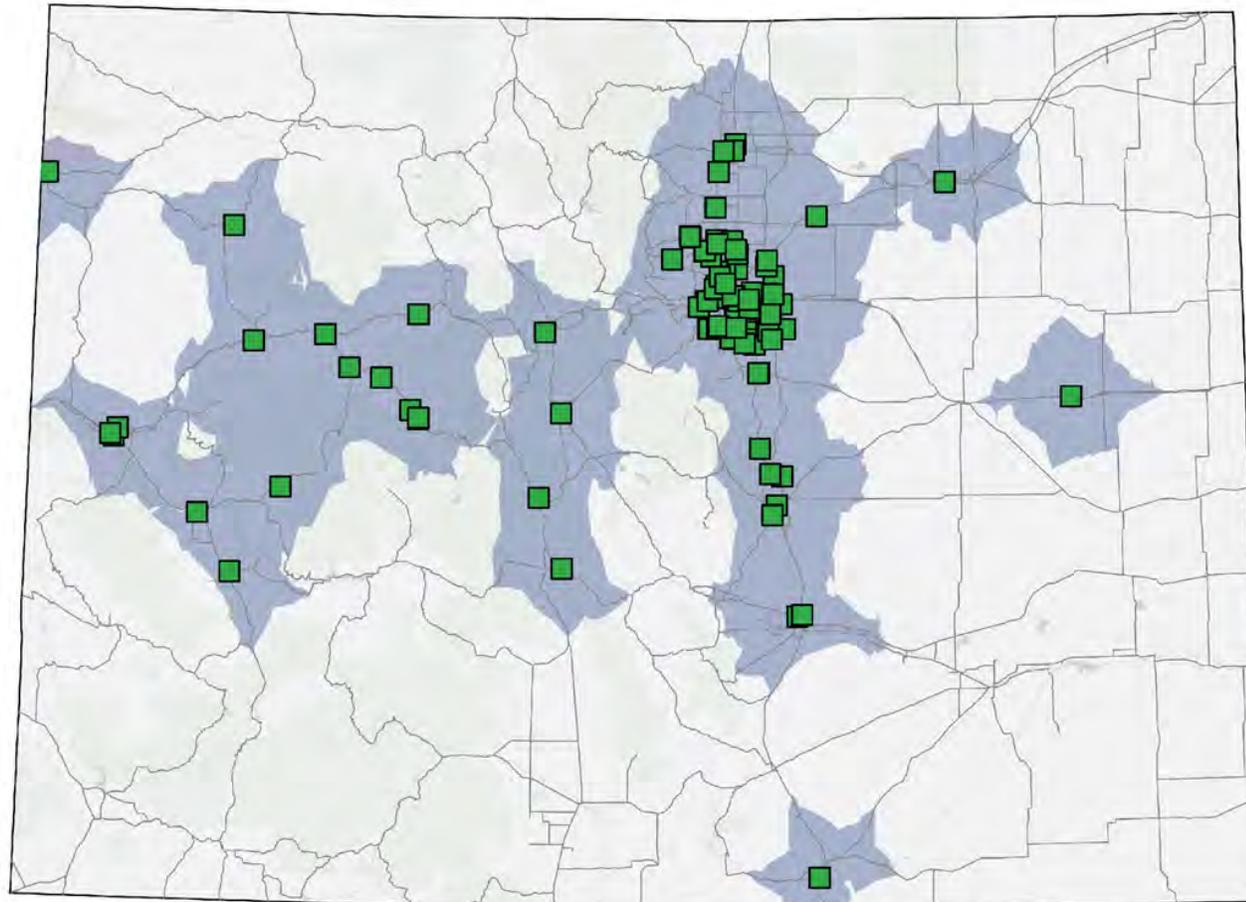
- In February 2025, the FHWA attempted to pause obligation of all existing NEVI Program funds nationally, effectively halting the program indefinitely
 - Colorado joined more than a dozen other states in challenging this action in court and a subsequent injunction in June 2025 required FHWA to allow the continued obligation of funds by the plaintiff states (but not all states)
- In August 2025, FHWA issued new NEVI Program Guidance and set a deadline for states to submit updated FY26 state NEVI plans for approval
 - Colorado submitted its NEVI Plan Update on 9/4/2025 and received approval from FHWA Colorado on 9/16/2025
- Most recently, FHWA proposed to increase the domestic content requirement of EV charging equipment from 55% to 100% (which would effectively prevent any federal funds from being used at all)
 - Colorado has submitted comments against this proposed change and has previously obligated NEVI Program funding to continue smooth implementation of the program



DCFC Coverage in Colorado - August 2020

Publicly Accessible Electric Vehicle Fast-Charging Network

75 stations as of August 2020 (40% coverage)



State Highway Network

Total Road Miles

9,067

Road Miles Within a 30 Mile Drive of a Fast Charger

3,612

% Coverage

40%

Legend

 DC Fast Charging Stations

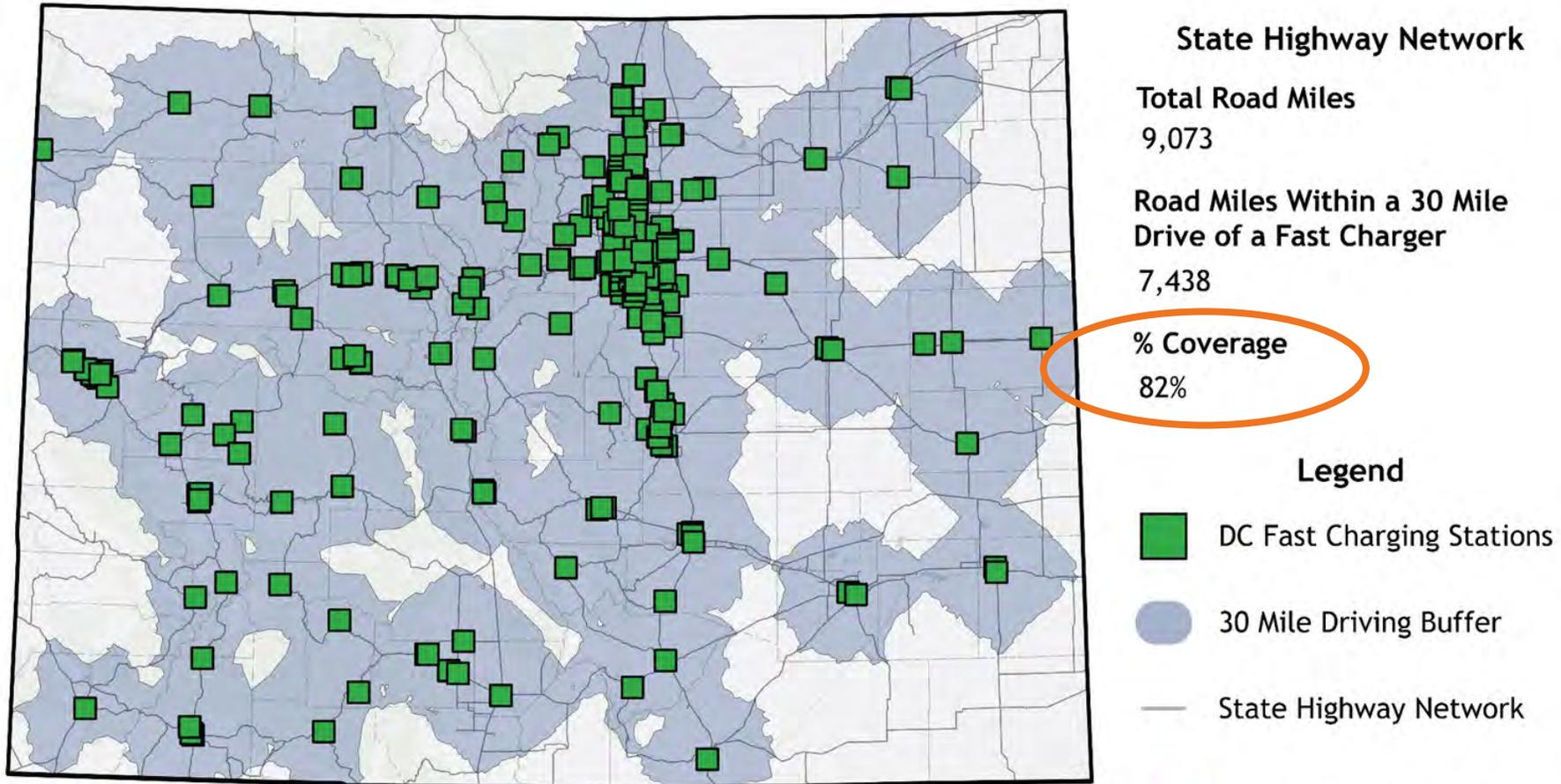
 30 Mile Driving Buffer

 State Highway Network



DCFC Coverage in Colorado - March 2026

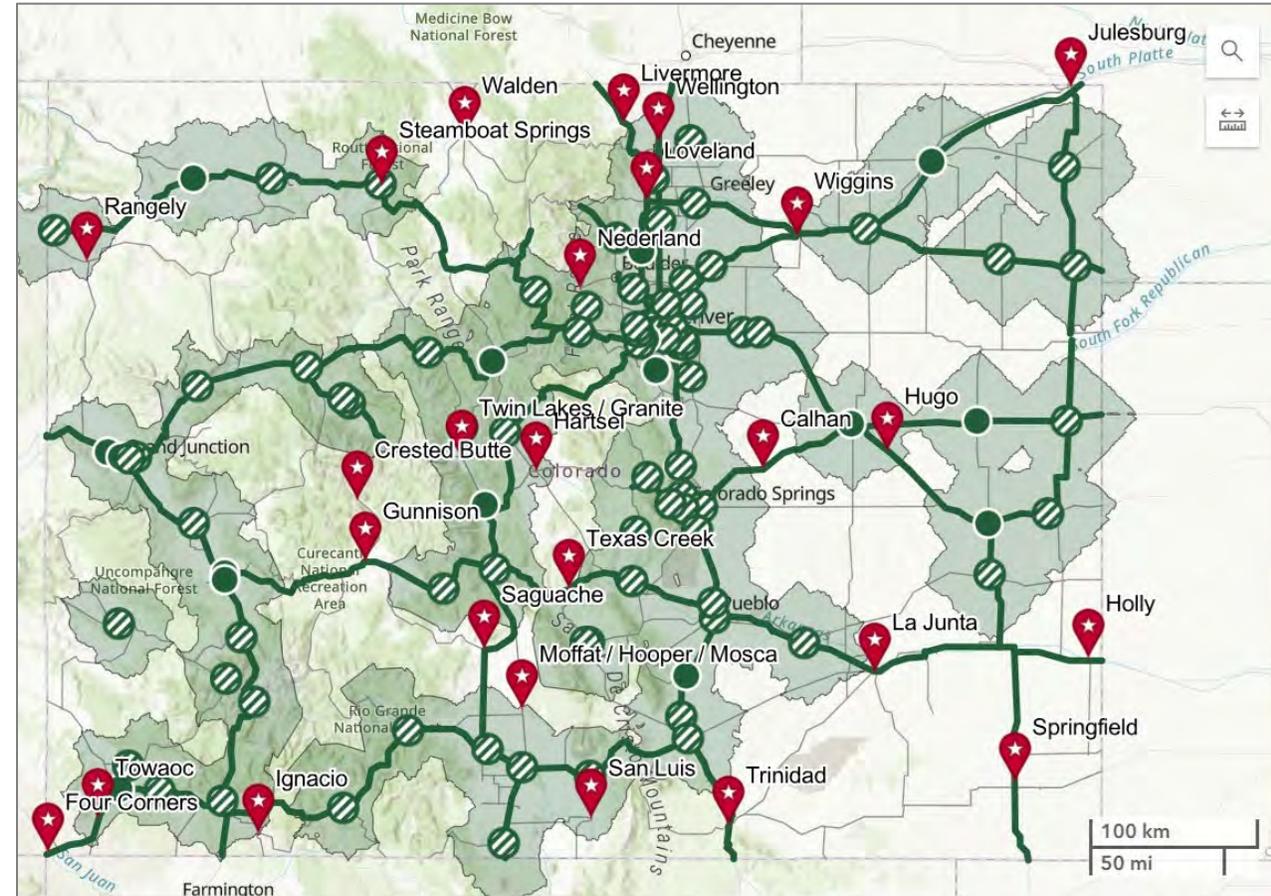
Publicly Accessible Electric Vehicle Fast-Charging Network 435 stations as of March 2026 (82% coverage)





Colorado is Continuing to Fill DCFC Gaps

- CDOT worked with its CEO partners to update the DCFC Plazas Program in line with the new NEVI Program Guidance, and the RFA for Round 9 of the program will be released in April
- The R9 application guide identifies approximately Priority Locations that, if awarded, would fill most remaining gaps on the federally-designated highway network

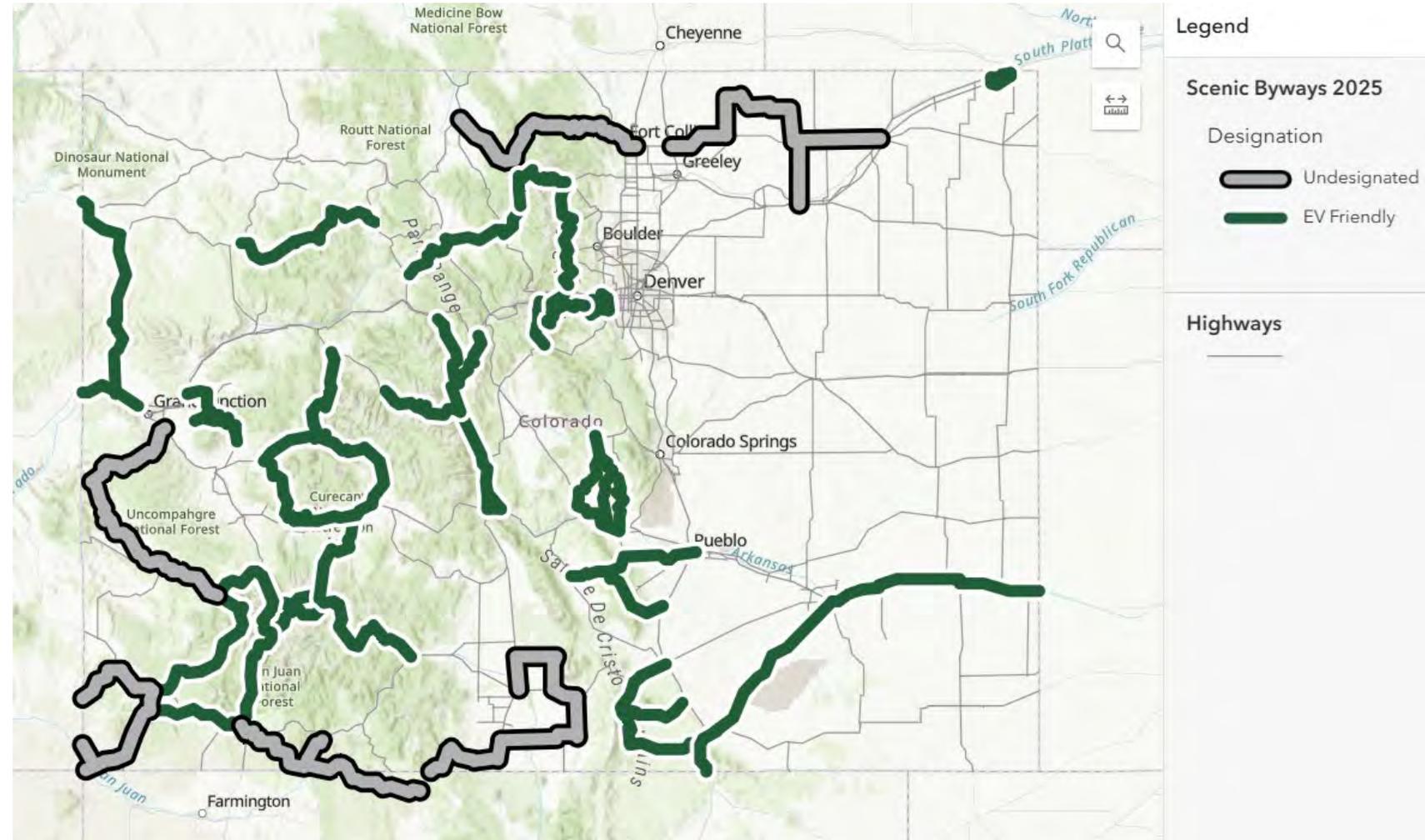




Scenic and Historic Byways Electrification

Completed (20 of 26)

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters
- Alpine Loop
- Guanella Pass
- South Platte River Trail
- West Elk Loop
- Santa Fe Trail
- Scenic Highway of Legends
- Peak to Peak
- Mt. Blue Sky
- Gold Belt Tour
- Dinosaur Diamond
- San Juan Skyway
- Frontier Pathways





Transit Electrification





Clean Transit Enterprise (CTE)

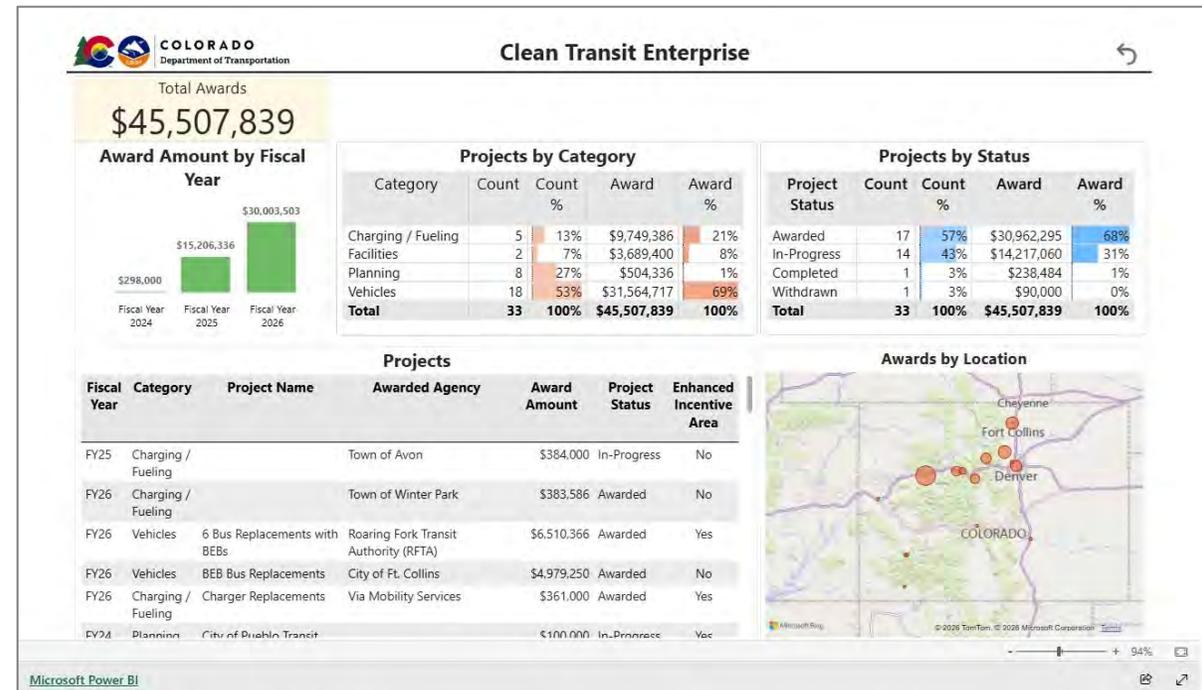
- The [Clean Transit Enterprise](#) (CTE) was established by SB21-260 with the business purpose to support public transit electrification statewide. This includes providing grants for electrification planning, facility upgrades, fleet vehicle replacements and the purchase and installation of electric vehicle charging and fueling infrastructure through the Clean Transit Retail Delivery Fee.
- Since 2024, the CTE also provides a combination of formula and competitive grants to invest in public transit and passenger rail entities by providing funding for vehicles, infrastructure, equipment, materials, supplies, operations and staffing, and maintenance through revenues provided by the Oil & Gas Production Fee.
- The CTE is governed by a Board of Directors and led by CTE Director Craig Secret.





Summary of CTE ZEV Grants To Date

- Since its creation, the CTE has completed two rounds of Planning grants and two rounds of Capital grants
 - \$45,507,839 awarded to agencies statewide
 - \$ 504,336 Planning
 - \$ 3,689,400 Facilities
 - \$ 9,749,386 Charging
 - \$ 31,564,717 Vehicles
- In 2025, CTE applications outpaced available funds and strong future demand is expected to continue



Source:
<https://www.codot.gov/programs/innovativemobility/clean-transit-enterprise-dashboard>



Transit ZEV Challenges & Opportunities

- The broader transit ZEV market faces ongoing challenges:
 - There are currently only two US-based full-sized transit ZEV manufacturers
 - Battery capacity and vehicle capabilities for ZEV vans and cutaways don't yet meet the operational needs of some agencies
 - Up front capital costs of ZEVs remain higher than those of internal combustion engine vehicles
 - The Federal Transit Administration (FTA) reprioritized the existing 5339(c) grant program to focus on other alternative fuels
- Despite these headwinds, implementation is continuing across the US:
 - More than 1,000 new transit ZEVs were put on the road in 2025
 - New transit ZEV manufacturers are preparing to enter the US market
 - Operational data is increasingly proving transit ZEVs' ability to operate effectively in cold temperatures, over longer distances, and on bus rapid transit routes

Questions and Discussion





COLORADO
Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Bob Fifer, Deputy Director of Operations, DMO

Jim Fox, Deputy Director of Maintenance, DMO

Date: April 2, 2026

Subject: Roadside Vegetation Management and Fire Mitigation

Purpose

This memo provides an overview of the actions taken and further discussions needed to address roadside vegetation management related to wildland fire mitigation.

Action

No action needed, this item is for informational purposes only.

Background

The dry and warmer weather conditions for the 2025-26 Winter Season have brought forth the conversation on the effects of vegetation, including trees and grasses with an emphasis on wildland fires. To address these conditions, conversations have led to augmenting the current CDOT roadside vegetation management activities with a focus upon reducing the wildfire fuel loads for areas adjacent to the State highways. As part of the CDOT Integrated Roadside Vegetation Management plan, one of the goals of that program is to reduce the fuel for wildfires on the roadside. This is accomplished through mechanical control such as mowing along with trimming trees for traffic safety. Several key objectives have been identified in these proposed and enhanced mitigation strategies for this season:

- Reduce Roadside Fire Starts
- Protect Evacuation Routes
- Maintain Mobility (open roads)
- Fuel break/ Control line (large fires)
- Safety of road users & sight distance
- Visually Appealing Roadside
- Noxious weeds

While current Maintenance practices assist with wildland fire mitigation strategies, for the upcoming summer season staff recognizes a heightened approach is warranted. By identifying these key objectives, CDOT staff developed techniques that will aid in these enhanced

mitigation strategies. These techniques can then be moved into action through leveraging existing Maintenance staff activities with augmentation by contractors. For the work locations, CDOT is actively working with the Colorado Department of Public Safety's Division of Fire Prevention and Control (DFPC) to both identify those locations as well as prioritize those routes. Staff will then collaborate with local Counties and Municipalities to create the final work plan.

To maximize the efficiency of our restricted budget and personnel, we are utilizing DFPC data to prioritize specific state routes based on wildfire risk and fuel load. Our initial evaluation will target the Front Range (Pueblo-Larimer) and the I-70 corridor (Jefferson-Mesa). This approach allows us to maintain a broad project footprint by confining operations to highway-adjacent areas, ensuring that our limited implementation window is spent on the most critical corridors.

The approach for this effort is to combine efforts from the CDOT Maintenance forces and contractors to perform the work. Staff recommend a heightened approach to vegetation mitigation prior to the summer season, with a focus on reducing fuel loads along selected and prioritized State highways.

The actions identified with this approach include:

- Remove diseased trees or trees that are greater than 50% dead
- Chip slash/wood on-site and spread, remove larger blocks
- Increase separation of larger vegetation based on zone designation
- Cut stumps flush as identified in CDOT Specifications
- Remove ladder fuels, lower branches and combustibles

To perform this work, it is recommended the mechanical vegetation control be completed by internal CDOT Maintenance forces. For the removal of trees and lower branches of live trees, staff recommend soliciting contractors to complete the work as well as working with other government entities to assist with the removal of such fuels.

Next Steps

Staff will finalize the plan and opportunities to solicit proposals from contractors to perform the work as indicated once funding has been identified.

Attachments

Roadside Vegetation Management and Fire Mitigation Presentation



COLORADO

Department of Transportation

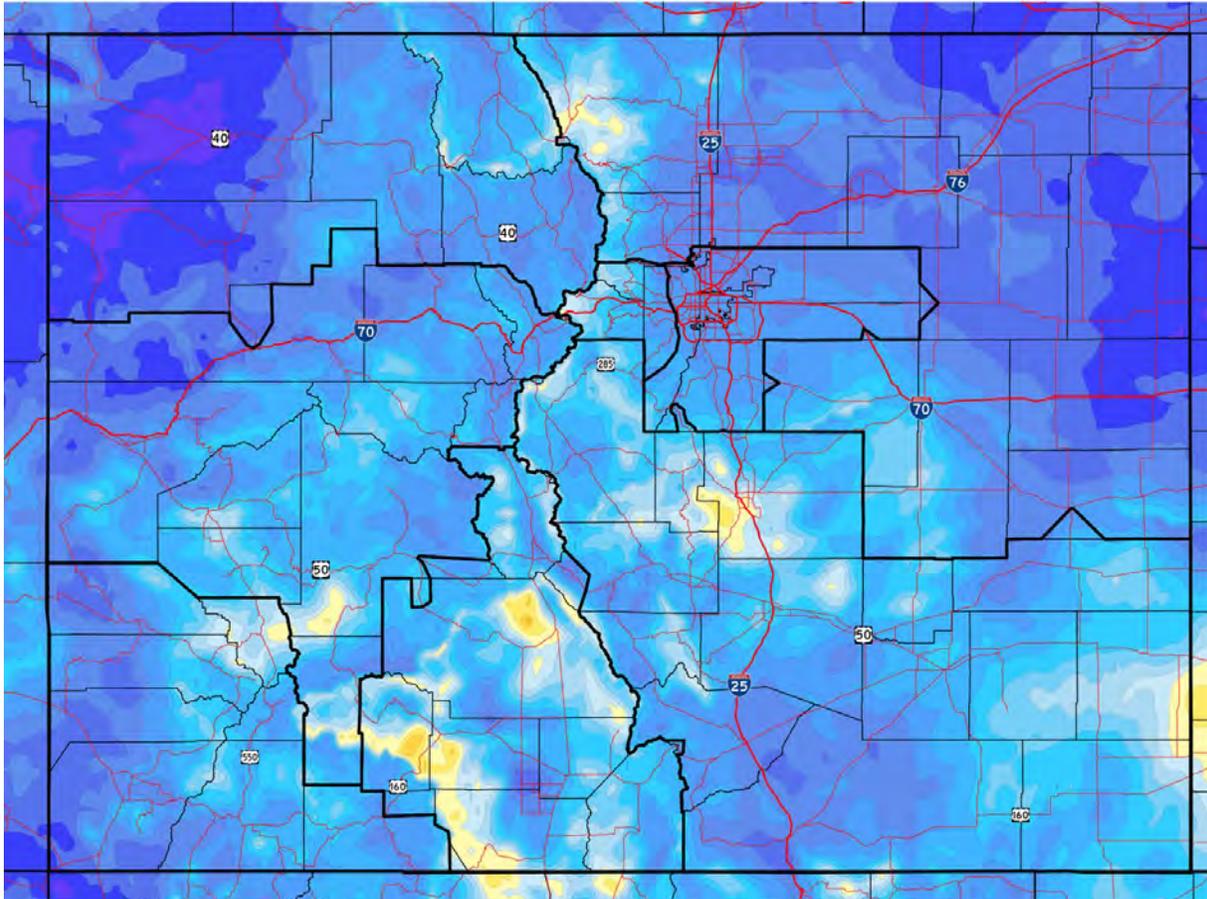
Roadside Vegetation Management & Fire Mitigation Update

April 2, 2026

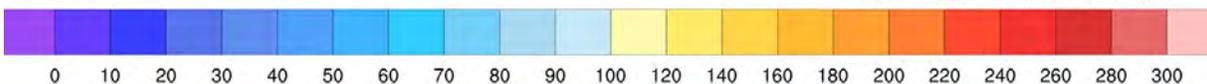


Current Conditions (1/4)

2025/26 Snowfall Percent of Average Period of Average = Winter 2008/09 - 2024/25



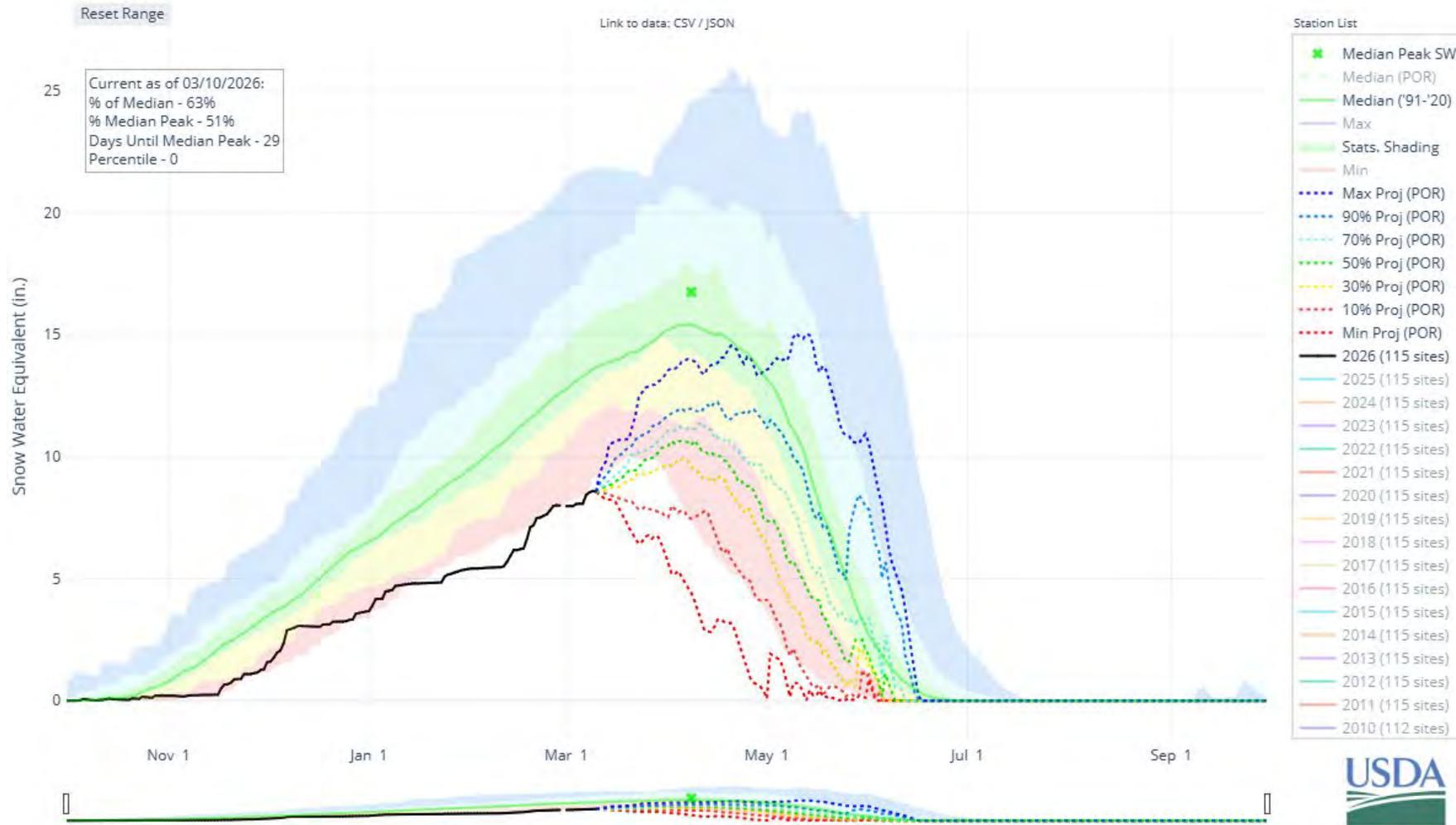
<https://www.noahrc.noaa.gov/snowfall/>



- October - February snowfall was below average nearly statewide
- Largest Deficits
 - Lower Yampa Basin
 - Far NE plains
- Locations Near Average
 - Wolf Creek, Cameron Passes
 - Uncompahgre Gorge



Current Conditions (2/4)



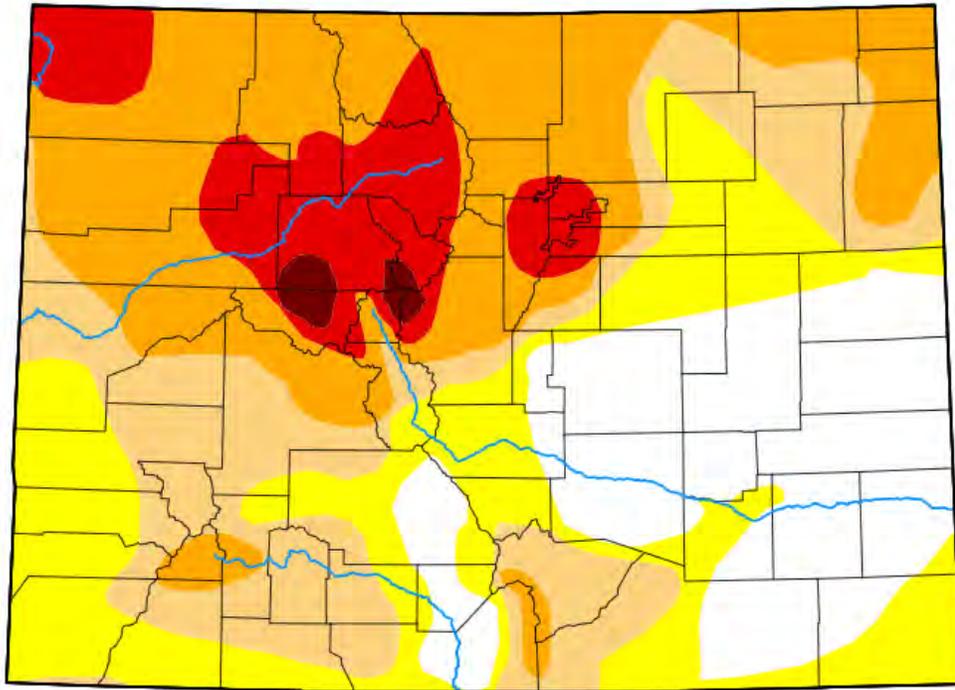
SNOTEL Exceedance Projections

- Even with the snowiest March - May on record, this year's snowpack would still not reach normal levels
- Most likely projection is 69% of historical median by late April



Current Conditions (3/4)

Colorado



Map released: Thurs. March 5, 2026

Data valid: March 3, 2026 at 7 a.m. EST

Intensity

- None
- D0 (Abnormally Dry)
- D1 (Moderate Drought)
- D2 (Severe Drought)
- D3 (Extreme Drought)
- D4 (Exceptional Drought)
- No Data

Drought

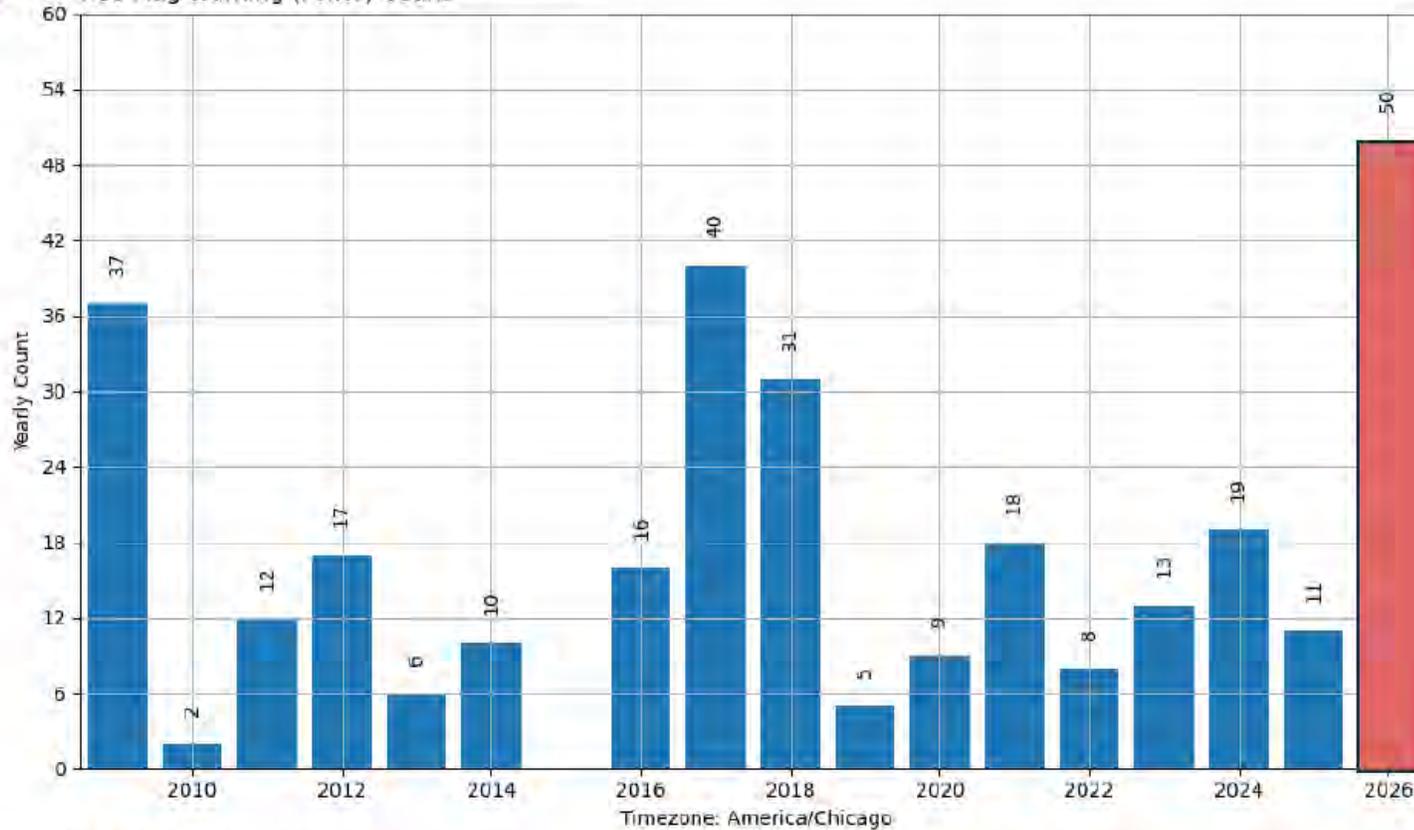
- 57% of Colorado currently in drought conditions
- D3 - D4 drought along much of the I-70 Mountain Corridor, Denver Metro Area etc.



Current Conditions (4/4)



Colorado [1 Jan thru 10 Mar]
Red Flag Warning (FW.W) Count



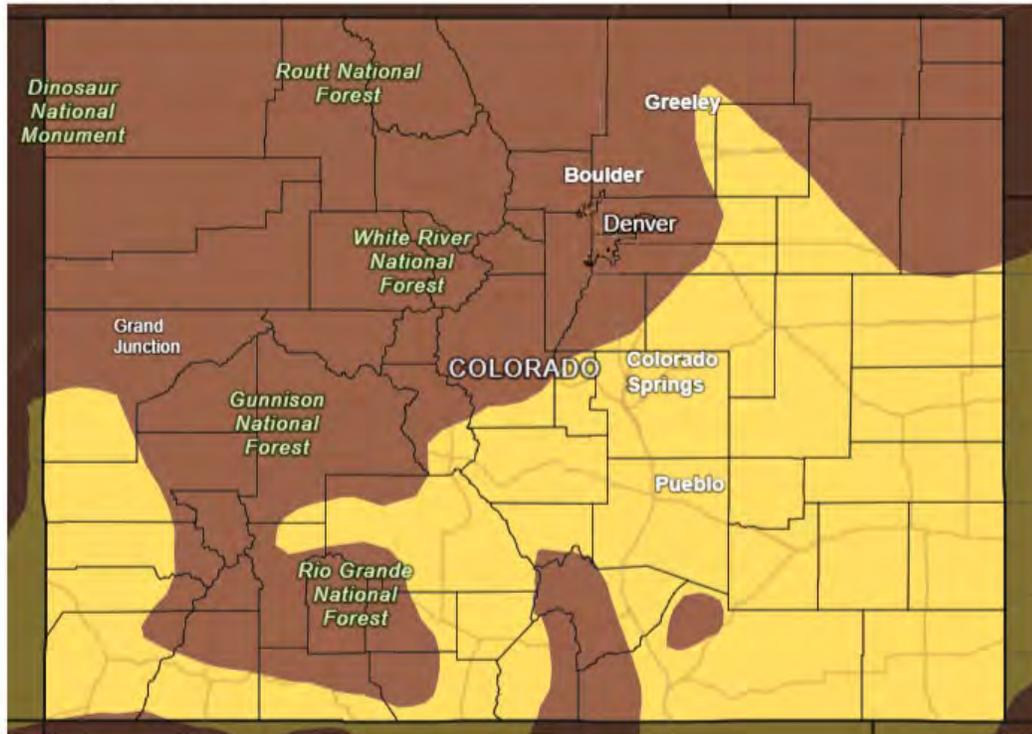
NWS Red Flag Warnings

- Most January 1 - March 10 Red Flag Warnings since at least 2009 (50)



Outlook (1/3)

Seasonal (3-Month) Drought Outlook for February 28–May 31, 2026



Drought Is Predicted To...



Source(s): Climate Prediction Center
Last Updated: 02/28/26

[Drought.gov](https://www.drought.gov)

Drought Outlook (March - May)

- Drought expected to persist
- Drought expected to develop or worsen across much of southern Colorado, and portions of the plains



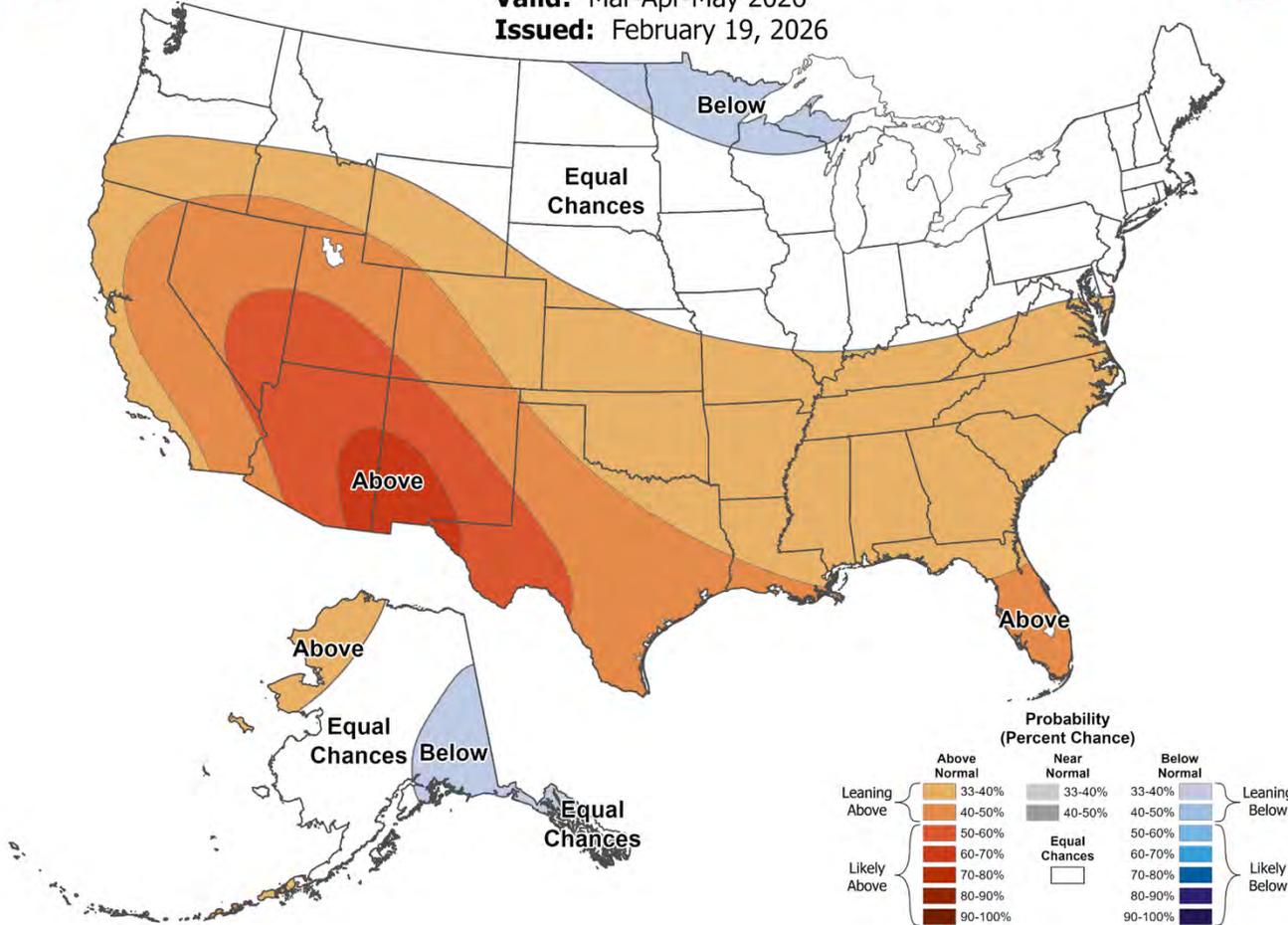
Outlook (2/3)



Seasonal Temperature Outlook



Valid: Mar-Apr-May 2026
Issued: February 19, 2026



Climate Prediction Center (CPC)

- Chances favor above-average temperatures for March, April, and May
 - Most notably across W and SW Colorado



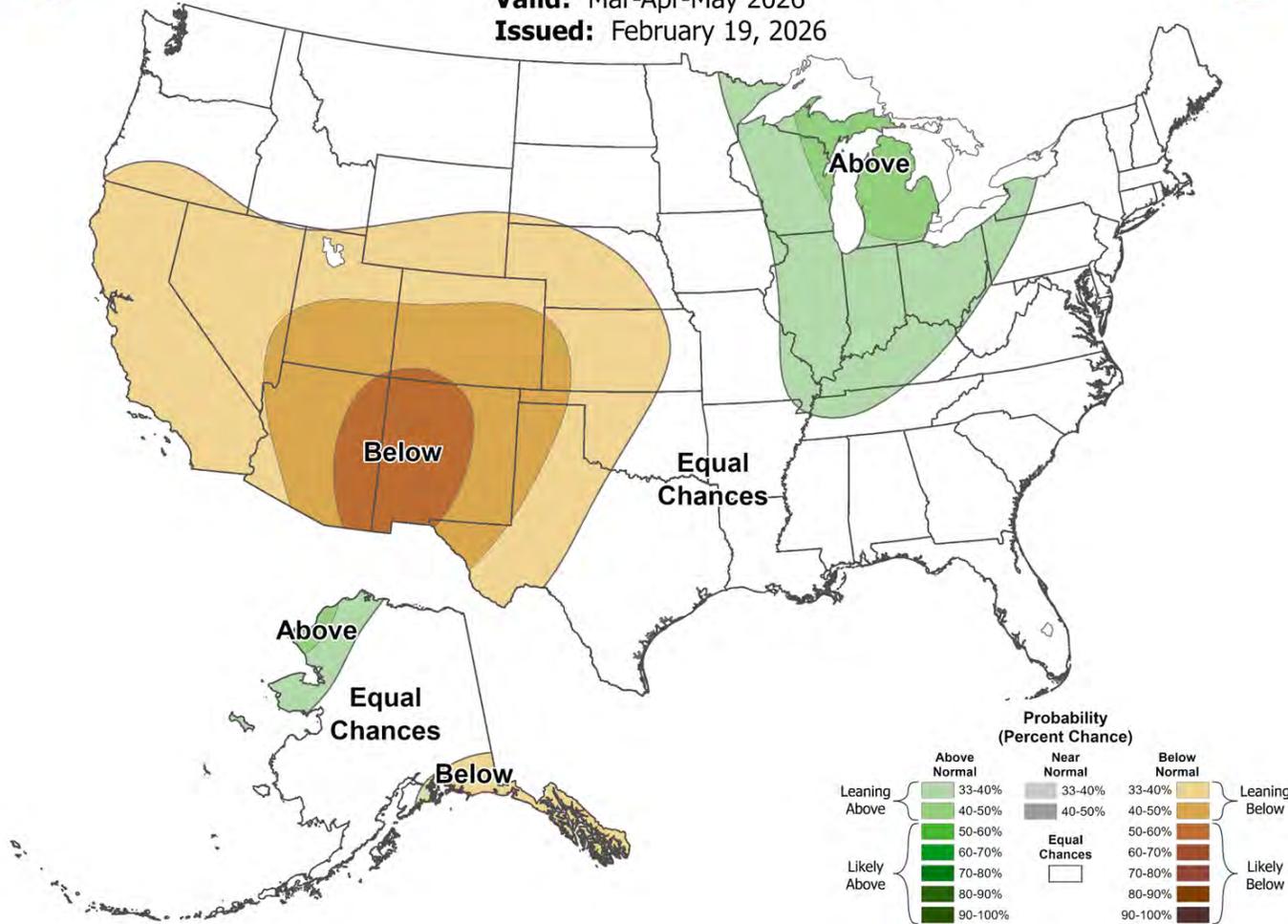
Outlook (3/3)



Seasonal Precipitation Outlook



Valid: Mar-Apr-May 2026
Issued: February 19, 2026

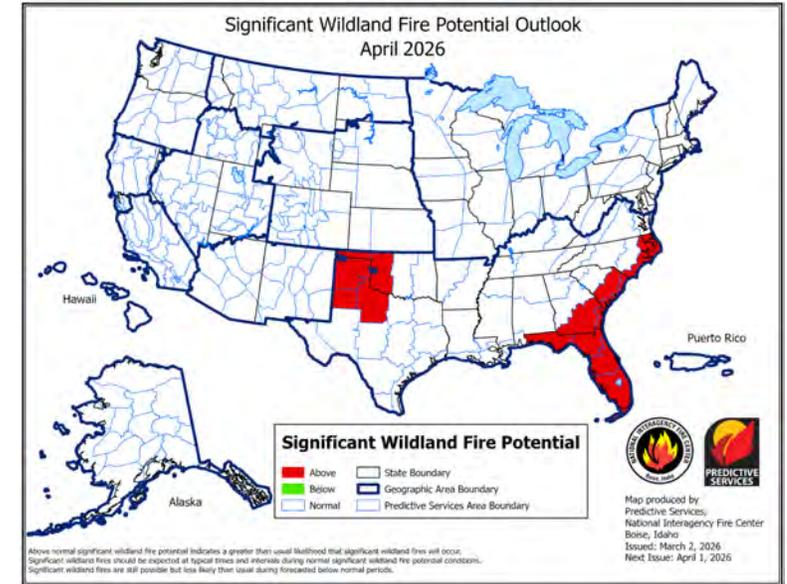
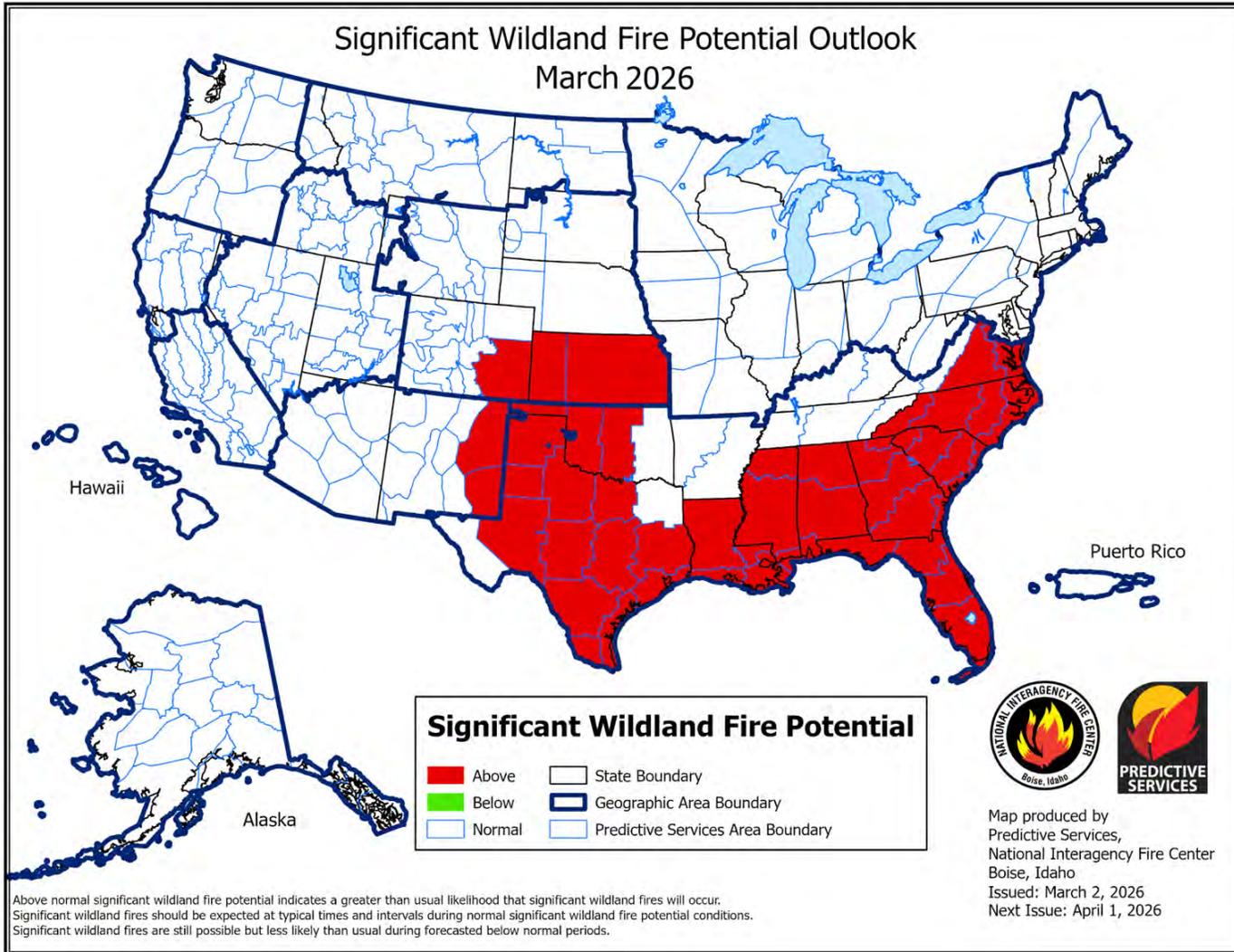


Climate Prediction Center (CPC)

- Chances favor below-average precipitation for March, April, and May
 - Most notably across central and SW Colorado

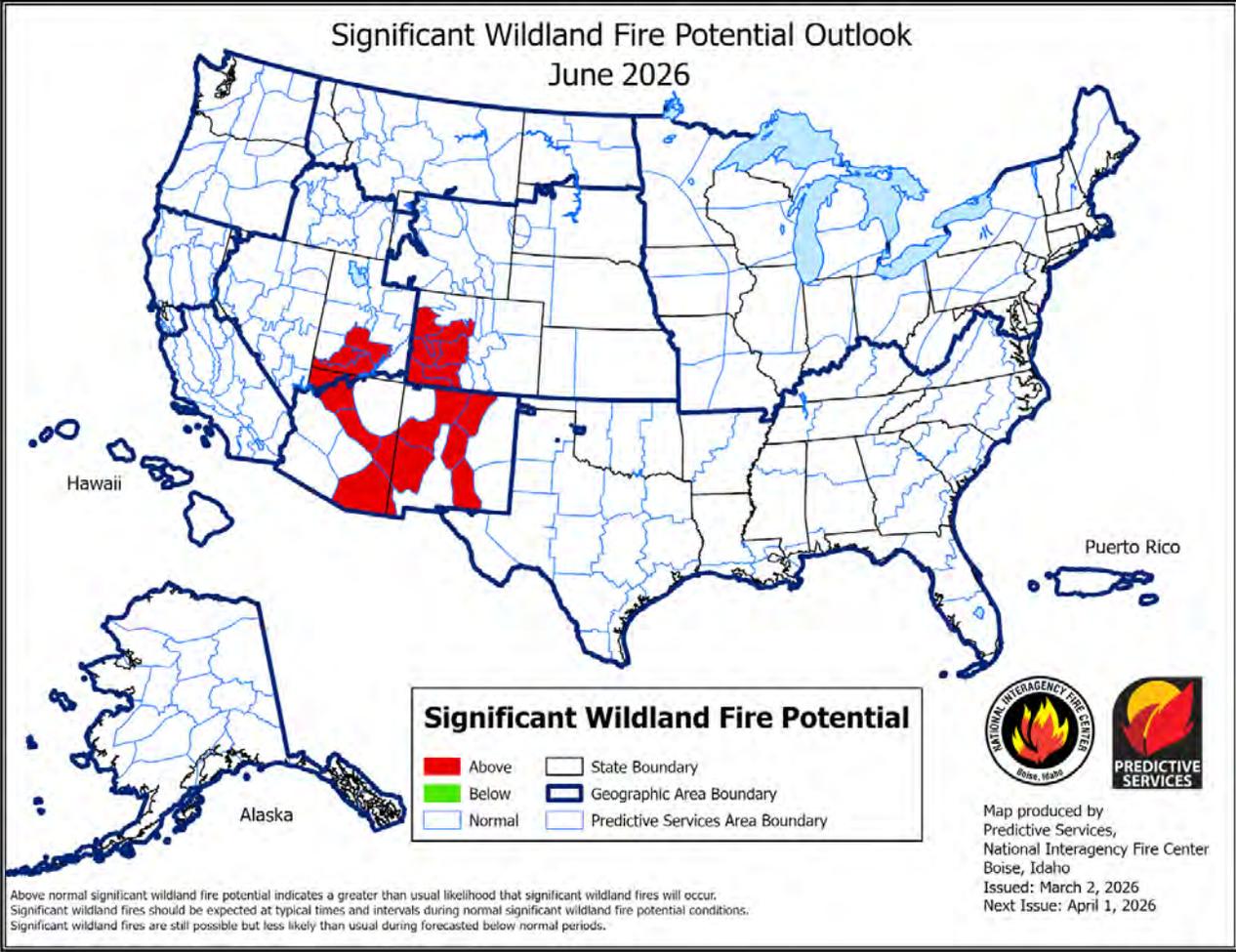


Potential Wildland Fire Outlook (1/2)





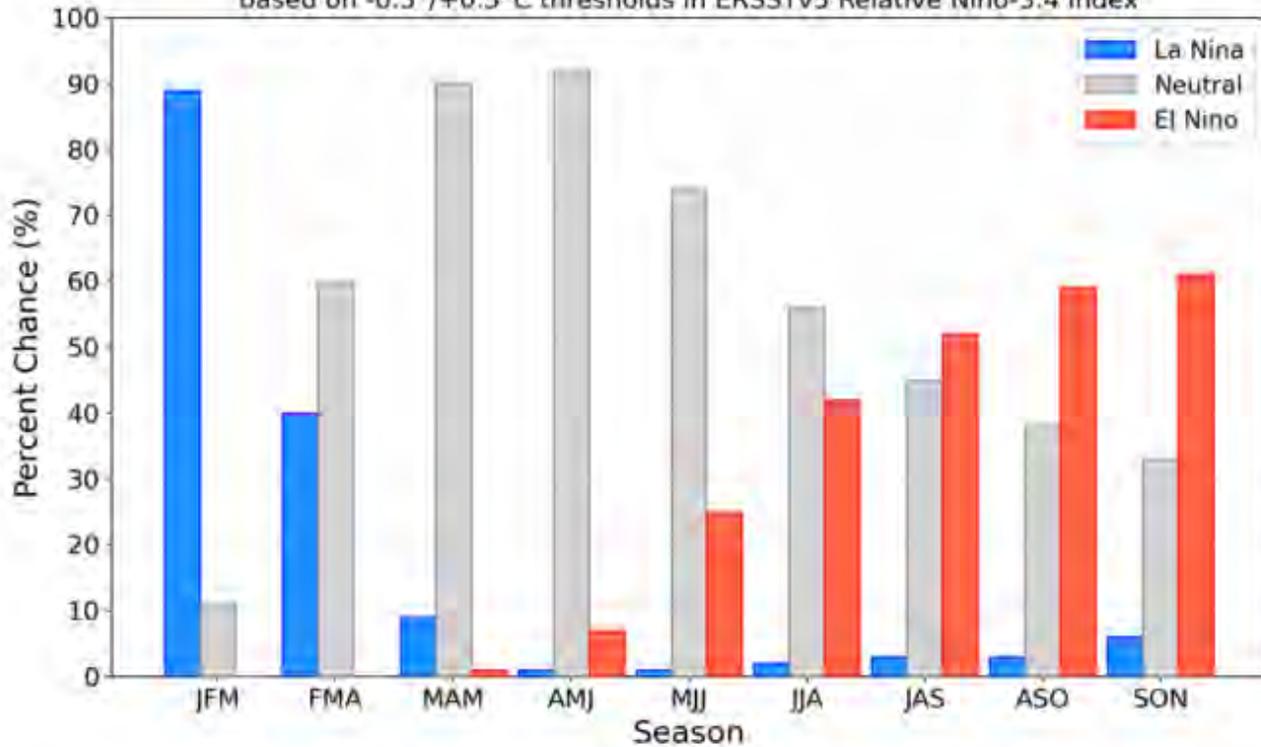
Potential Wildland Fire Outlook (2/2)





Official NOAA CPC ENSO Probabilities (issued February 2026)

based on $-0.5^{\circ}/+0.5^{\circ}\text{C}$ thresholds in ERSSTv5 Relative Niño-3.4 index



ENSO

- La Niña transitioning to Neutral conditions this spring and summer
 - La Niña was a *potential* factor for our dry winter
- La Niña typically favors drier conditions spring & summer
 - The shift to Neutral *could* favor closer to average or even above-average precipitation spring & summer



Why Highway Vegetation Mitigation?

- Mowing
- Ladder fuels removed, slow fire spread
- Spacing of vegetation promotes stronger & healthier forest
- Clear zone, motorist safety & errant vehicle recovery
- Minimize snow drifting
- Aesthetically pleasing





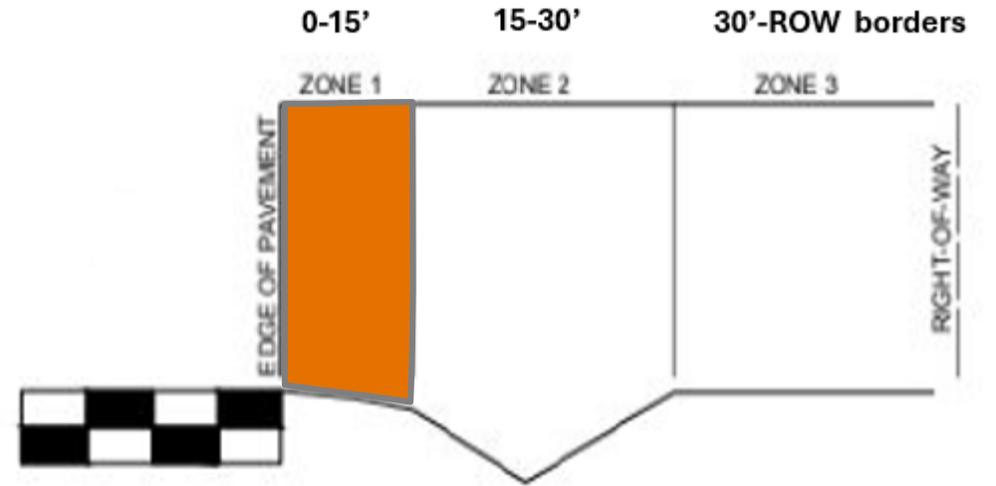
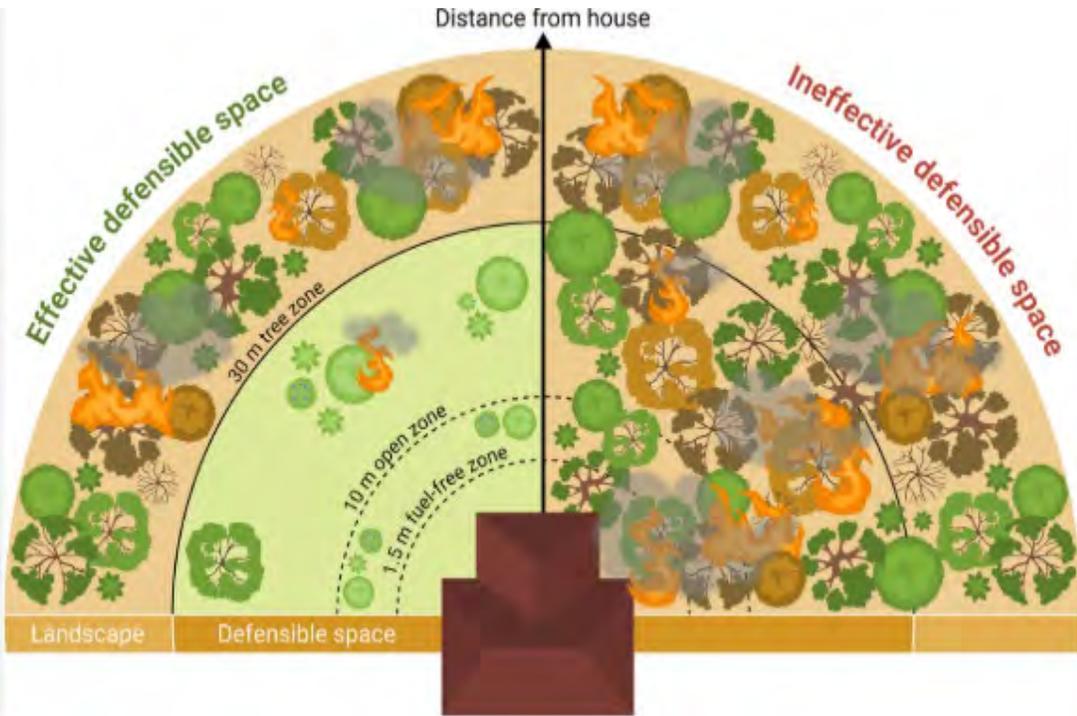
Highway Fire Mitigation Techniques

- Mowing
- Fuel Reduction (Trimming, remove ladder fuels, vegetation spacing)
- Dead vegetation removal
- Controlled Burning (CDOT not allowed)
- Bare grounding (chemically)
- Fire line/ Fuel break at ROW fence





Zone Comparison with Home Defensible Space



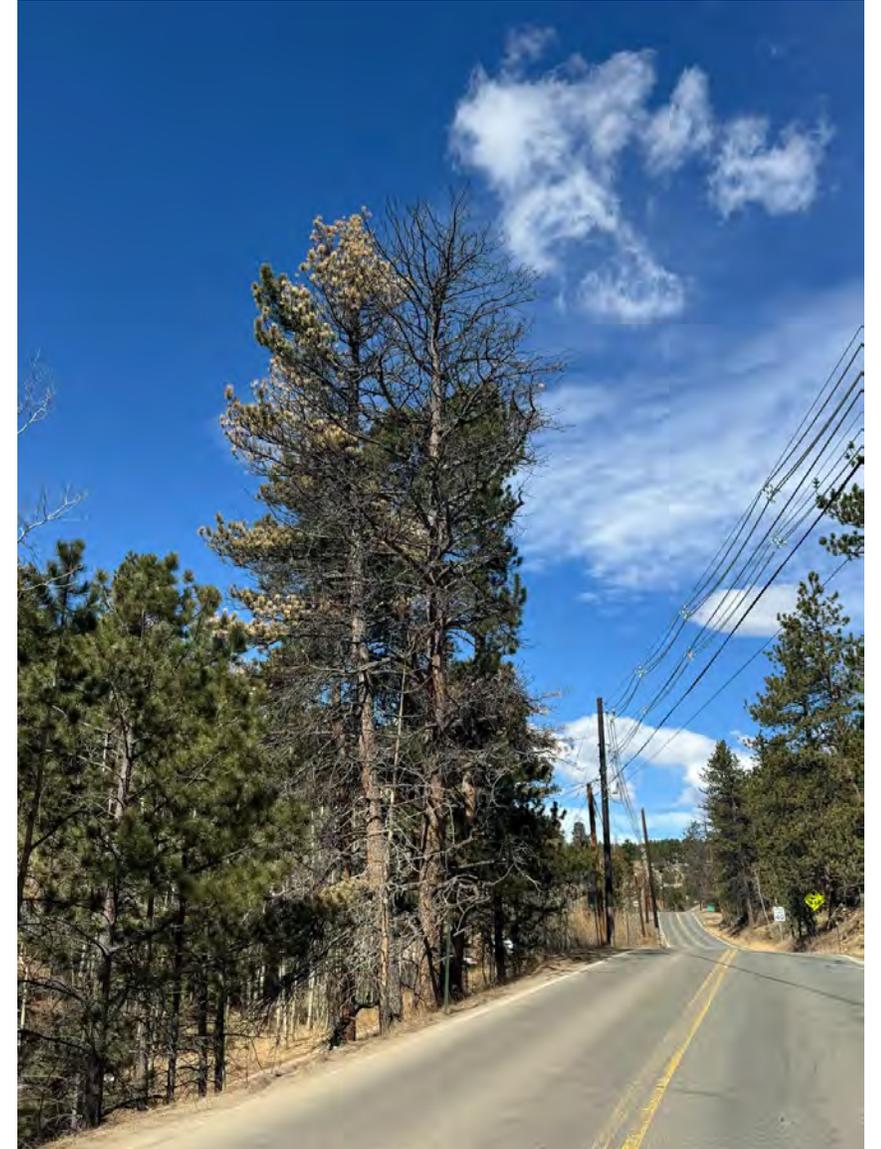


Proposed Scope of Work for Tree Mitigation

After Prioritization, and based on any funding, Teams will:

- Remove diseased trees or trees that are 50% dead or more.
- Chip slash / wood on-sight and spread, remove larger blocks or diseased trees.
- Cut stumps flush as identified in CDOT Specifications.
- Remove ladder fuels, lower branches and combustibles.

CO Hwy 72- Fall risk impacting powerlines/evacuation routes





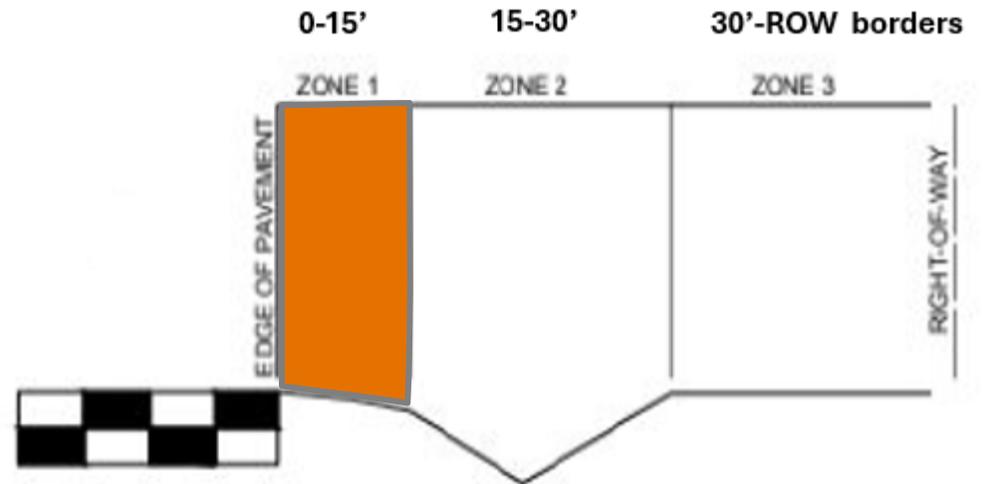
Maintenance Practices - Mowing

As part of standard CDOT Maintenance practices, staff mow the edges of roadways for the following objectives:

- Traffic safety
- Fire mitigation
- Drainage improvement
- Snow drift reduction

In general, Zone 1 (15-ft area from edge of pavement) is mowed twice annually with some roads once

- Frequency can vary based upon spring moisture
- No mowing operations on Red Flag days



CDOT Integrated Roadside Vegetation Management Guide



Mowing Operations - Accomplishments

For the following fiscal years, CDOT Maintenance staff has accomplished the following with respect to roadside mowing operations:

FY25: 27,754 swath miles
FY26 (YTD): 27,983 swath miles

The costs for completing this work include labor hours, equipment usage and traffic control:

FY25: Expenditures - \$5,117,579
FY26 (YTD): Expenditures - \$3,819,457



Maintenance Practices - Tree Removal

As part of standard CDOT Maintenance practices, staff can remove trees in selected circumstances for the following objectives:

- Improving visibility
- Fire mitigation
- Traffic sign blockages

Ideally, trees and shrubs can be removed from Zone 1 (varies within the 15-ft area from edge of pavement)



Tree Removal alongside I-70 in Region 1



Tree Removal - Accomplishments

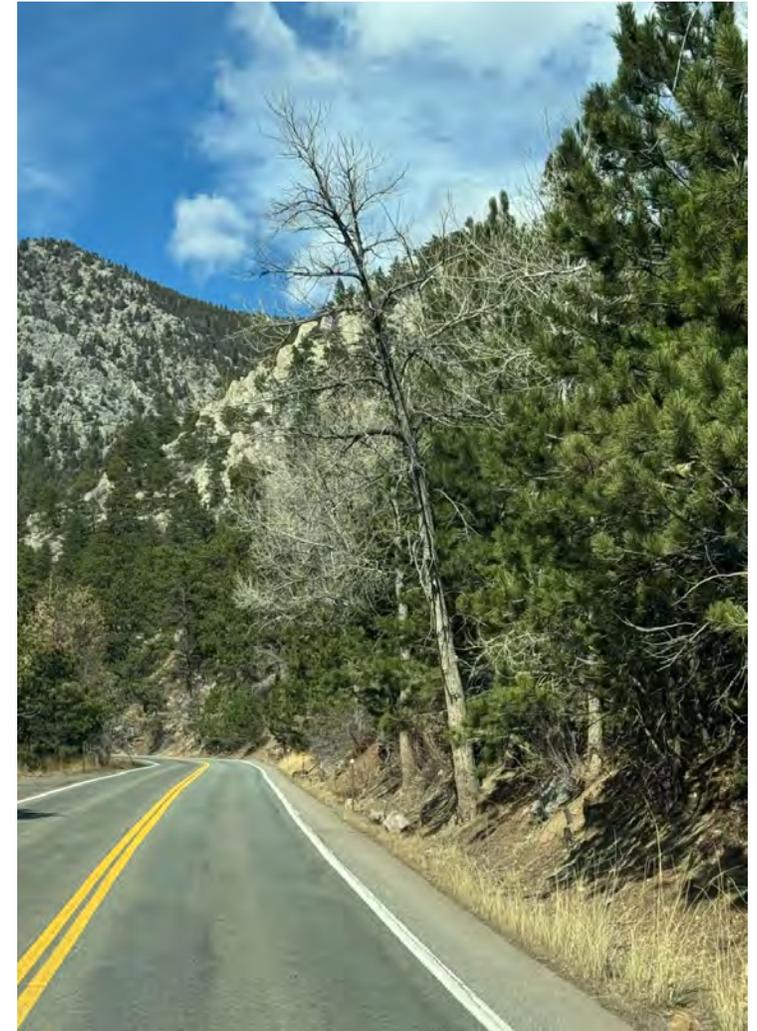
For the following fiscal years, CDOT Maintenance staff has accomplished the following with respect to roadside mowing operations:

FY25: 2,453* trees
FY26 (YTD): 3,848* trees

The costs for completing this work include labor hours, equipment usage and traffic control:

FY25: Expenditures - \$485,534
FY26 (YTD): Expenditures - \$483,167

**Removal of trees with varying trunk widths*



CO Hwy 72 - Fall potential blocking evacuation route.



Performance of Work



The work will be performed using a dual-method approach:

- Internal Maintenance forces
- Contracted services





Internal Maintenance Forces

- Standardized mowing operations will be conducted by CDOT Maintenance Sections to manage vegetation in adjacent roadside areas

Contracted Services

- Leverage established CDOT procurement methods to contract with external contractors for the removal of dead or diseased timber alongside the roadway





COLORADO

Department of Transportation

Thank You

Bob Fifer

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bob.fifer@state.co.us

Jim Fox

Deputy Director of Maintenance
james.fox@state.co.us

