



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

August 6, 2026, from 8:30 AM to 11:15 PM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
	Public Comment	
8:35 - 8:40	Approval of the July Meeting Minutes	Gary Beedy, STAC Chair
8:40 - 8:55	ARPA Funding Update (Informational Item)	Jeff Sudmeier, CFO, and Darius Pakbaz, Director, Division of Transportation Development
8:55 - 9:00	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
9:00 - 9:05	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
9:05 - 9:10	Freight Advisory Committee (FAC) Report (Informational Update)	Gary Beedy, STAC Chair
9:10 - 9:40	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:40 - 9:55	Legislative Report (Informational Update)	Jamie Grim and Emily Haddaway, CDOT Office of Government Relations
9:55 - 10:05	Break	
10:05 - 10:30	Statewide Bridge and Tunnel Enterprise Overview and Update (Informational Item)	Patrick Holinda, Managing Director Bridge and Tunnel Enterprise
10:30 - 10:50	Featured Region of the Month - Region 4 (Informational Update)	Heather Paddock, Director, CDOT Region 4
10:50 - 11:10	Scenic Byways Update (Informational Item)	Darius Pakbaz, Director, Division of Transportation Development
11:10 - 11:15	Other Business The next STAC meeting will be held virtually on September 3rd.	Gary Beedy, STAC Chair

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

Statewide Transportation Advisory Committee (STAC) Meeting Notes

June 4, 2026: 8:30 a.m. - 12:00 p.m.

Attendance:

Central Front Range: None

Eastern: Gary Beedy

Denver Area: Emily Baer and Todd Cottrell

Grand Valley: Dana Brosig and Rachel Peterson

Gunnison Valley: Sue Hansen and Michelle Nauer

Intermountain: Tom Gosiorowski

North Front Range: Kristin Stephens, Bill Jenkins, and Becky Karasko

Northwest: Brian Cerkvenik and Jennifer O'Hearon

Pikes Peak Area: Josh Squires and Holly Williams

Pueblo Area: Eva Cosyleon and Wendy Pettit

San Luis Valley: Vern Heersink

South Central: Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: Heather Alvarez and Shak Powers

Upper Front Range: None

Southern Ute: Mandy Brown

Ute Mountain Ute: None

Welcome and Introductions - Gary Beedy, STAC Chair

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

STAC Approval of May 2026 STAC Meeting Minutes

- **Action:** STAC approved the Draft May 7, 2026 Meeting Minutes.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The May TC meeting included workshops on the 10-Year Plan, PD 1601 (Interchanges), rules that may need updating (traction law, waste tires, and state highway utility codes), and Roadside Fire Mitigation. Commissioners thanked CDOT staff for their work on the 10-Year Plan, which they officially adopted.

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

- Heather Pickering-Hilgers presented on the Statewide Transit Pass report. They are currently taking and incorporating public comments for this report before presenting it to the State Legislature.
- Craig Secrest provided updates from the Clean Transit Enterprise, whose Board approved its FY27 funding formula (\$80M). TRAC greatly appreciates this funding source for transit needs statewide, especially since comparable federal funding only provides about \$14M.
- Maux Sullivan provided updates on Joint Service passenger rail plans (between Denver and Fort Collins): negotiations are ongoing between Colorado and

Burlington Northern Santa Fe (BNSF) Railway, the fiscal plan is still in development, and the access agreement should be done mid-June.

- Joan Lyons provided updates on Front Range Passenger Rail station planning.

Freight Advisory Council (Chair Gary Beedy)

- The Freight Advisory Council (FAC) did not meet in May, but will meet again in July.

TPR Representatives and Federal Partners Reports

<https://www.youtube.com/live/69e0VPUsVrs?si=VLsAvcwcqYamdFuh>

- Time Stamp 16:00 to 30:32

- Grand Valley MPO: The MPO Board approved free fares in August for Grand Valley Transit, including for students (previously funded through another program). They've found funding for murals at three more bus stops. They held a special Board meeting in late May for a TIP Amendment and Letter of Support for the Safe Streets for All grant application from The City of Grand Junction.
- Denver Regional Council of Governments: DRCOG representatives missed the May STAC meeting due to being on a peer exchange trip to Seattle, learning about public/private partnerships, innovative regional transit collaboration and funding ideas, and notable arts funding "to bring more dignity to transit." The DRCOG Board met in May to approve its 2026-29 TIP, policy amendments, Economic Development District boundaries, and FY26-27 Budget. They got informational updates on the Infrastructure in Investment and Jobs Act (IIJA) "regional grants navigation" program and the Metro Denver Economic Development Corporation's "I-70 Mountain Corridor Impact Study."
- Gunnison Valley TPR: No Updates. Next meeting on July 30.
- Intermountain TPR: No Updates. Next meeting on July 17.
- North Front Range MPO: Planning Council met in May to adopt the NFRMPO Active Transportation Plan and a TIP Amendment. They heard a presentation on the Northern Colorado Labor Market Profile. NFRMPO and PPACG will co-host an Ozone Conference in Larimer County this October. The last segment of the Poudre River Trail (Fort Collins to Greeley) will officially open in Timnath on June 13: "50 years in the making!"
- Northwest TPR: Working with CDOT on the US 40 Safety Improvement Project through Fraser. Call for MMOF projects on hold for now. Fraser Bike Park officially opened May 30. Next meeting is currently scheduled for July 9.
- Pikes Peak Area Council of Governments: Adopted 2027-31 TIP; Mayors discussed a human trafficking initiative, and specifically how to spot it on buses; looking forward to opening the I-25 and Garden of the Gods interchange.
- Pueblo Area Council of Governments: Board got updates on Exit 108 work; still taking feedback through July 27 on Bicycle and Pedestrian Master Plan Update; submitted Draft 2027-30 TIP for public comment.
- San Luis Valley TPR: Met May 28 for mostly informational items. Next meeting August 27.

- South Central TPR: Last meeting included discussion of a Trinidad Multimodal Center. Next meeting July 23.
- Southeast TPR: Thriving Community Program has been pretty successful; applying for a regional safety action plan. Next meeting July 22.
- Southern Ute: Nothing to report.
- Southwest TPR: No updates, and next meeting in August.
- Upper Front Range TPR: Nothing to Report. Next meeting June 4.
- Ute Mountain Ute: No Updates.
- Eastern TPR: US 385 (Burlington to Cheyenne Wells) has seen heavy freight traffic and worsening drivability due to wind farm work.
- FHWA: No Updates.
- FTA: No Updates.

Legislative Updates (Emily Haddaway and Jamie Grim)

State

- Legislative session ended May 13, and CDOT ended up in a good position overall thanks to great collaboration and embracing common ground. Examples of these successes include HB26-1318 (Traffic Safety Near Schools) and SB26-141 (Wildlife Collision Prevention), both of which have been signed by the Governor.
- SB26-141 will probably have one of the heaviest lifts this year, with DMV collecting an associated fee and then determining how to distribute it.
- CDOT did not end up pursuing Bustang legislation, but discussions are ongoing.
- MMOF cuts were difficult, and CDOT continues to figure out how to reconcile them over the next three years.
- HB26-1076 (Transportation Statutory Clean-up), HB26-1237 (Transportation Safety Modifications), and HB26-1127 (Reporting After Fatal Car Crash) have all been signed by the Governor.
- SB26-152 (Changes Automated Vehicle Identification System Usage) came down to the wire, but was signed yesterday, and will now allow for civil penalties against high-speed violators.
- HB26-1430 (Transportation Funding Adjustments) was passed and signed with a few additional provisions: creating a new Road Enterprise focused on pavement and asset management; and creating a Transportation Funding Working Group (but only if backers of Initiative 175 pull it from the ballot by June 15). Tom Gosiorowski (IMTPR) looks forward to any fact sheets or other summary information about the proposed Road Enterprise.
- The Transportation Legislative Review Committee (TLRC) will not meet this summer. Kristin Stephens (NFRMPO) hoped CDOT would still provide at least some updates for TLRC members over the summer. Emily noted that they must still submit several reports to them, and is considering some field trips to certain transportation projects around the state.

Federal

- The BUILD 250 Surface Transportation Reauthorization bill has (surprisingly) cleared its first House Committee. It's a very bipartisan bill overall, with \$580B authorized over five years (closer to FAST Act than IIJA levels).
- \$470B of this goes to the Trust Fund, \$65B to the General Fund for passenger rail, and \$41B to the General Fund for discretionary grants (far fewer than under IIJA). 90% of HUTF resources are distributed by formula.

- There is a new bridge program, with \$9.2B/year, a \$200M set-aside for culverts, 20% of which will be for off-system bridges, and 25% for localities. States will get the same levels of funding for bridges that they got for 2026.
- As part of this administration's permitting reform efforts, states will be able to take on NEPA assignments more easily, and there will be an expansion of categorical exclusion thresholds (giving states like Colorado more flexibility).
- The Carbon Reduction Program (CRP) would be eliminated, but projects that were CRP-eligible would now be eligible under the Congestion Mitigation and Air Quality (CMAQ) program. Eva Cosyleon noted that PACOG is too small of a MPO to qualify for CMAQ, so Jamie will check on that.
- The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, the Neighborhood Access and Equity grant program, and the Low-/No-Emissions Bus Program would all be eliminated.
- The BUILD grant program would be replaced by the Surface Transportation Accelerator Grant (STAG) program.
- MPOs and local governments would see more funding through programs like Safe Streets for All, longer planning fund obligation timelines, direct federal funding for planning, and higher federal matches for grants.
- There will be a greater focus on high priority on freight corridors, a new truck parking discretionary grant program, and increased designation mileage for the primary highway freight system.
- Transit sees less funding under BUILD 250, but not as much as previously expected.
- The Senate does not like the White House's rail safety requirements.
- The House could still pass this bill before the midterm elections, but the Senate hasn't even produced any language for their version yet. A continuing resolution by October 1 is still likely.
- Jamie will follow up with a longer written update soon.

FY27 - FY30 Statewide Transportation Improvement Program Approval (Jamie Collins)

- Public Comment closed on May 29, Transportation Commission had its public hearing on May 21, and will consider it for adoption on June 18.
- This STIP includes new Guidelines (for 4P and amendments), Software (Project Tracker software and website), and 10-Year Plan (which TC adopted May 21).
- Emily Baer (DRCOG) asked how STIP aligns with MPOs' TIP process. Jamie recognizes different schedules and update cycles, and then explained many of those respective processes.
- Jamie gave a demonstration of the new Project Tracker website:
<https://codot.ecointeractive.com>
- Eva Cosyleon (PACOG) asked how categories were determined. Jamie related most of them back to their respective funding programs.
- Emily Baer (DRCOG) asked about updates to 4P Guidelines (which are mostly about this new software).

Multimodal Transportation and Mitigation Options Fund (MMOF, Michael Snow)

- HB26-1399 (Eliminate General Fund Transfer to Multimodal Transportation Fund) eliminated 3 years of \$10.5M General Fund transfers.
- HB26-1398 (Retail Delivery Fee Revenue Allocation) reduced the local share of these fee revenues (allocated to TPRs & MPOs) from 85% to 70%.

- \$6.2M in additional interest earnings are expected in FY2025-27, and total revenues in FY2030 and beyond remain unchanged.
- At the State level, Bustang operations are increased to 30% (a slight increase over current funding levels), and total MMOF funding for FY2027-29 is reduced by 36%. Local MMOF funding is reduced by 48.3% for FY2027-29, and reduced by 17.7% for future years.
- \$3M in administrative set-asides were returned to TPR pools in FY2025 to offset FY2026 budget cuts. That balance is now nearly exhausted, with FY2027 costs expected to exceed \$1M due to stimulus projects. Staff proposes a \$900k set-aside for FY2027, plus a 3% annual increase thereafter.
- CDOT recommends that TPRs & MPOs do not reduce or delay existing MMOF awards, and use FY27-31 funds and cash management to backfill FY27-29 reductions. This would prioritize funding for “ready” projects. Emily Baer (DRCOG) asked how best to navigate these upcoming tight budget years. Michael noted how many years it took to get to this point with setup, awards, etc. Jeff Sudmeier (CDOT OFMB) added that removing projects from the current pipeline would make it even easier for the Legislature to take even more funding away later. Dana Brosig (GVMPO) also verified that funds already under a grant agreement will not be rescinded.
- “Cash Management” for MMOF means that projects may advance up to two years of future awards when that phase is “ready.” Funding is secured 90 days before the Phase Ad date.
- No Next Steps are required for TPRs or MPOs, and they should withhold additional awards until 2027. Emily Baer (DRCOG) verified that there won’t be cuts to projects, but funding phases could be delayed by these changes.
- Tom Gosiorowski (IMTPR) expects some local agencies to ask how long some MMOF reimbursements could take. Jeff Sudmeier (OFMB) said that depends on whether a project is under contract, or else its subject to the availability of future revenue and/or potential future legislative changes.

Featured Region of the Month - Region 3 (Mark Rogers and Cinnamon Levi-Flinn)

- Wildlife collision reduction is especially important in Region 3 (mostly rural Northwest Colorado). Various mitigation projects have all led to notable reductions in these collisions, with more coming soon.
- SB26-141 (Wildlife Collision Prevention) will help fund even more of these efforts.
- Passing and Auxiliary Lanes improve safety and operations by reducing bottlenecks. Passing Lanes are especially needed along the US 40 and US 50 corridors due to high truck traffic. They improve safety by reducing unsafe passing behavior.
- Auxiliary Lanes on I-70 at West Vail Pass are also coming soon.
- Emily Baer (DRCOG) asked if there are revenue estimates from SB26-141’s optional fee collection, but those were not available for this meeting.

Statewide Travel Survey Final (Erik Sabina)

- Nearly 48,000 Coloradans kept full travel diaries from February 2024 to March 2025, with additional surveys for long-distance travel and transit (e.g., Bustang).

- This was Colorado's first statewide travel survey, with first-ever data from the Eastern Plains, Mountains, and Western Slope. Other firsts included weekend travel data, ski train use, e-bikes and micromobility, and online shopping.
- More SOV traffic on weekdays, and more 2-3-occupant trips on weekends.
- 39% Walk share for trips under 1 mile, but SOV use jumps to 42% for 1-2-mile trips.
- CDOT and MPOs are going through more-detailed evaluations. CDOT's next big step is extending its weekday statewide model to cover weekends.

Transportation Asset Management Program Overview (Toby Manthey and Craig Wieden)

- "Asset Management" is about delivering the right projects for the right assets at the right time, using the right mix of maintenance, rehabilitation, and replacements. PD 1609 (Transportation Asset Management) governs this process.
- CDOT is meeting most - but not all - of its Key Performance Measures and Targets.
- Every State DOT must create a Transportation Asset Management Plan (TAMP) for FHWA. CDOT's most recent TAMP was approved in 2023, with its next four-year update expected in March 2027.
- CDOT's total Asset Management budget is \$870M for FY26, with 89% of that going to the core asset classes (pavement, bridges, and maintenance). The Transportation Commission also regularly allocates additional ad-hoc funding to address the backlog of "poor" assets.
- Note the difference between Asset Management (which maintains current assets) and the 10-Year Plan (which fixes the "poor" backlog and enhances the system).
- Kristin Stephens (NFRMPO) appreciated this information, and wants to share it with a wider audience. She also asked about interacting with local officials, which CDOT does (beyond the mostly-automated tracking) with its engineering regions. Kristin added that CDOT could benefit from more direct interaction with communities to avoid disconnect.
- Chair Beedy (ETPR) asked about the age of different infrastructure, much of which throughout Colorado is approaching 30 years old, and should be used to show the public the need for more funding soon. There are deterioration models that will be part of the federal TAMP update in March 2027. Chair Beedy also sees inflations adjustments being added to these projections.

Other Business (Chair Gary Beedy)

- STAC agreed to cancel its next meeting scheduled for July 2, 2026.
- The next STAC meeting will be on Thursday, August 6, 2026, and will be virtual.

Transportation Commission Meetings

July 15-16, 2026

Transportation Commission Workshop (TC) Notes

Wednesday, July 15, 2026 - 12:30 PM - 4:00 PM Workshops

12:00 - 3:00 PM Attendance:

All 11 Transportation Commissioners were present: Chair: Shelley **Cook**, Vice Chair: Barbara **Bowman**, Carl **Castillo**, Cecil **Gutierrez**, Hannah **Parsons**, Juan Marcano, Rick **Ridder**, Terry **Hart**, Diane **Barrett**, Barbara **McLachlan**, and Todd **Masters**.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: CDOT is submitting its first budget amendment to the FY 2026-27 Annual Budget in accordance with Policy Directive (PD) 703.0. CDOT's Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the first budget amendment to the FY 2026-27 Annual Budget, which consists of one item that requires TC approval. The first budget amendment reallocates \$2.2 million from the Congestion Mitigation and Air Quality line (Line 54) to the Bustang line (Line 48) to maintain expanded Bustang service levels.

For more details regarding this workshop please see the [July 2026 TC Packet](#) (Pages 3 - 22).

Discussion

- Before discussing actual budget amendments, Director Lew, Chief Engineer Stefanik, and CFO Sudmeier discussed CDOT's efforts around several wildfires currently burning throughout Colorado. Most notably, Region 2 maintenance crews rebuilt a burned-down timber bridge and did related debris mitigation on CO 165 overnight in under 11 hours, allowing evacuations to continue.
- Chair Ridder asked what other CDOT facilities are in danger of fire damage, especially since one current fire is advancing toward a CDOT maintenance facility. Chief Engineer Stefanik noted that timber bridges are most at-risk, all bridges and culverts are in at least some danger, and maintenance facilities are evacuated if needed. Roadside Fire Mitigation is ongoing statewide to protect all CDOT facilities and potential evacuation routes.

- A Commissioner asked if the first budget amendment would help close CDOT's current budget deficit. Jeff said that it would, but doesn't have specific numbers for this yet.
- Commissioner Gutierrez asked what would happen after the three-year period affected by the combination of Initiative 175 (if passed by voters in November) and HB26-1430 (which the Governor has already signed). Jeff believes this legislation would not require returning to voters, and previous funding levels would return to previous levels after three years.
- A Commissioner asked about the Division of Motor Vehicles' DRIVES software.
- Chair Ridder asked if revenues from SB26-141(Wildlife Collision Prevention) would provide an ongoing, sustainable funding source like bonding for wildlife overpasses, and CFO Sudmeier thought that it would.

Scenic and Historic Byways Program - Garrett Seddon, and Lenore Bates

Purpose and Action: This workshop provided information-only updates on the Colorado Scenic and Historic Byways program.

For more details regarding this workshop please see the [July 2026 TC Packet](#) (Pages 23 - 47).

Discussion

- Commissioner Castillo appreciated the story app, and then asked about bicycle access along Colorado's Scenic Byways. Lenore noted that many byways have trailheads, campgrounds, and other bike/ped resources along them, and that many RV drivers use bikes to get around the camping areas. Many bike/ped events cause closures to motor vehicles on parts of these highways.
- Commissioner Bowman thanked Lenore and DTD Director Darius Pakbaz for their leadership of Colorado's Scenic Byways. She also noted how CDOT's Scenic Byways Program has won awards in the past year for design guidelines, social media activity, and conservation.

Adjourned at 4:30 PM.

Transportation Commission (TC) Board Meeting

Thursday, July 16, 2026 - 9:00 AM

Call to Order, Roll Call

Chair: Rick Ridder, Vice Chair: Hannah Parsons,

Ten Transportation Commissioners were present: Chair: Rick Ridder, Vice Chair: Hannah Parsons, Diane Barrett, Shelley Cook, Carl Castillo, Cecil Gutierrez, Barbara Bowman, Barbara McLachlan, Terry Hart, and Todd Masters. Commissioner Juan Marcano was excused.

Public Comments

Public Commenters YouTube Video

https://www.youtube.com/live/F6_WiAg5Weg?si=3lDcnaHe2ajovcET Timestamp 1:35 - 3:55.

Mike Rawluk commented on wildlife overpasses, especially along CO 93 between Boulder and Golden. There are currently no such overpasses on this highway, even though an elk herd lives near Rocky Flats. As CDOT considers adding lanes to this highway c. 2030, Mr. Rawluk asks to consider adding one or more wildlife over/underpasses at key points on CO 93. He cited a 93% reduction in animal/vehicle incidents after these were installed along CO 9.

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

- Newly-elected Chair Ridder presented an honorary gavel to Commissioner Cook for her distinguished service as the previous Chair. Chair Ridder plans to continue Commissioner Cook's practice of meeting with stakeholders throughout every region of Colorado.
- Commissioner Hart noted multiple wildfires being the biggest challenge that Colorado currently faces, especially the Aspen Acres Fire in his TC district. He applauds the service of first responders, local citizens helping each other, and CDOT employees going above and beyond the call of duty. CDOT staff provided

especially with protecting a critical timber bridge from being destroyed, working 11 hours through the middle of the night to install a temporary bridge for firefighters and evacuees. Region 2 staff did this work, but all CDOT regions' staff is doing work like this on fires statewide.

- Commissioner Bowman echoed Commissioner Hart's thanks for all who are fighting wildfires, and to those who've suffered losses from them. She also thanked Darius Pakbaz and Lenore Bates for their work on the CDOT Scenic Byways Program. She is online because she had just attended the annual CDOT Traffic Safety Summit in Grand Junction, and thanked Region 3 and Grand Valley MPO staff for staging this event. And she is encouraged to see so much construction work happening on Colorado's roads.
- Vice Chair Parsons thanked CDOT for its fire mitigation efforts, and for its Scenic Byways presentation.
- Commissioner Gutierrez thanked former Chair Cook and former Vice Chair Bowman for their leadership over the past year. He appreciates the varied backgrounds that each commissioner brings to this group, and noted Chair Ridder's book as "required reading." While he always likes seeing Colorado being ranked #1 for one thing or another, he's concerned with the latest ranking of Colorado as #1 for road rage incidents, with a 54% increase in calls to the State Patrol over the past year.
- Commissioner Castillo appreciated the public comment calling for more wildlife crossings, and drove past a mountain lion struck by a vehicle on his way home to Lyons just last night. He greatly appreciates the new bike/ped bridge installed over CO 119 between Boulder and Longmont. "Whether we like biking or not, it's highly prevalent in Boulder, and this infrastructure protects all vehicles."
- Commissioner McLachlan thanked CDOT staff statewide for their service during the latest wildfires.
- Commissioner Barrett thanked CDOT staff for their service during the latest wildfires.
- Commissioner Masters worries that wildfires will remain into the winter, and asks all Coloradans to support each other with aid as needed. He also asked all Colorado drivers to slow down and be safe, especially in school zones as schools go back into session.
- Commissioner Cook thanked new Chair Ridder for his acknowledgement of her service as Chair, to former Vice Chair Bowman for her support, and to her predecessors for their assistance throughout her term as Chair. She also appreciated the hospitality of every CDOT region throughout her travels. Finally, she thanked CDOT staff for helping to make all this work.

CDOT Executive Director's Report - Shoshanna Lew

- Director Lew started by thanking former Chair Cook for her service, and looks forward to working with new Chair Ridder. She then addressed the wildfires and the need to shift people around to meet different needs. Region 2's work on the CO 165 bridge is an example of how much CDOT staff can do to address and prevent emergency needs. She thanked the Commission for its recent emergency funding for this.

Chief Engineer's Report - Keith Stefanik

- Keith noted that much of his staff is still in Grand Junction following the recent Traffic Safety Summit. CDOT will soon install its next Automatic Speed Zone Enforcement System in Pueblo County. He realizes that Colorado still has a long way to go with preventing and mitigating wildfire effects statewide. CDOT's Capital Program estimates 112 advertised projects statewide for 2026, valued at \$925M. They now estimate total contractor payments at \$960M for 2026, about \$60M over their original estimate.

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

- CTIO held its monthly Board meeting yesterday, and swore in new Board Member Laura Warren to represent the I-70 Mountain Corridor.

Federal Highway Administration (FHWA) Report - Andy Wilson

- Andy thanked and congratulated CDOT for its work on the recent Traffic Safety Summit. FHWA is working very hard on the I-270 NEPA document, which is very close to being ready.

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

- There was no July STAC meeting, and the next meeting will be held virtually on Thursday, August 6, 2026.
- Chair Beedy is a farmer, and noted that the recent wheat harvest was the worst in over 60 years. This will require more imports, and thus more transportation needs. Many wind turbines are being replaced, thus leading to more specialized transportation needs.
- The Freight Advisory Committee (FAC) meets at Denver International Airport (DEN) next week, which could help raise awareness of how much freight goes through there. DEN is not served by any state highways, so the Colorado Aeronautics Board provides a surprising amount of support for transportation to and around it.
- St. Vrain power plant also has specialized transportation needs, with extra-heavy equipment having to go around at least three bridges which could not

have handled it. This is a great reminder of the need for CDOT's system to stay as resilient as possible.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of June 18, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
Commissioner Masters moved to remove this resolution from the consent agenda, Commissioner Castillo seconded it, and it passed unanimously.
- Proposed Resolution #3: Shaw Creek Rest Area- Granting Electrical Easement to San Luis Valley Electric
- Proposed Resolution #4: US 34 Access Permit Appeal
- Commissioner Bowman moved to approve Proposed Resolution #s 1, 3, and 4, Commissioner McLachlan seconded, and they all passed unanimously.

Proposed Resolution #5: 1st Budget Amendment of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

Commissioner Bowman moved to approve this resolution, Commissioner Barrett seconded, and it passed unanimously.

Proposed Resolution #6: 1st Budget Supplement of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

Commissioner Cook noted that creation of the CO 165 temporary bridge required a relatively modest \$150k, and renting needed equipment showed CDOT's ingenuity. Commissioner Cook moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Proposed Resolution #2: IGA Approval >\$750,000

Commissioner Masters moved to add Lincoln County IGA #27572 to this list, Commissioner Castillo seconded, and it passed unanimously.

Commissioner Barrett moved to approve this new resolution, Commissioner Bowman seconded, and it passed unanimously.

Other Matters

- Aspen Acres Fire- Shane Ferguson and Region 2 Maintenance
 - Chair Ridder noted that these people are still working on this fire, and asked to postpone this recognition until they can attend.

Adjournment

- The TC Board Meeting adjourned at 10:00 am.
- **The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, August 19-20, 2026.**



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Jeff Sudemeier, Chief Financial Officer

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

Date: August 6, 2026

Subject: Multimodal Transportation & Mitigation Options Fund (MMOF) MMOF and Revitalizing Main Streets (RMS) Stimulus Funding Deadlines

Purpose

To provide STAC with an update on the expenditure deadlines for certain funding sources within the Multimodal Transportation & Mitigations Options Fund (MMOF) grant program and Revitalizing Main Streets (RMS) grant program.

Action

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

Background

The MMOF and RMS programs are funded by multiple funding sources, including federal American Rescue Plan Act (ARPA), state HB1466 funds, and other sources of state funds. The ARPA and HB1466 funds were directed toward the MMOF and RMS programs by the state legislature as stimulus funding following the COVID-19 pandemic, and carry strict expenditure deadlines. Individual MMOF and RMS projects are assigned one or more of the program fund sources at the time of award and modifications may be made to the funds through the issuance of Option Letters or Funding Source Change Letters.

The attached presentation summarizes the expenditure deadlines, including the work deadlines and billing deadlines, for the ARPA and HB1466 funds specified in Colorado Revised Statutes (CRS) [24-75-226](#) and [CRS 24-75-226.5](#), and the status of affected MMOF & RMS funded projects. This presentation repeats the information on expenditure deadlines provided to STAC at the January 6, 2026 meeting, and provides a status update on the amount of unexpended funding as of July 2026.

The expenditure deadlines were communicated to affected local agency project sponsors in their contractual agreements and via memos sent by CDOT in November and December of 2025. The expenditure deadline memos will be delivered again to affected local agencies in August 2026.

Next Steps

CDOT staff will continue to work with local agencies to meet the statutory expenditure deadlines.

After the expenditure deadlines, unspent funds will no longer be available to the awardee, the MMOF or RMS programs, or to CDOT - regardless of the Local Agency's financial obligations. This means the local agency assumes all remaining financial responsibilities, including contractor commitments.

Attachments

Attachment A: Stimulus Funding Deadlines (MMOF/RMS) presentation



COLORADO

Department of Transportation

Stimulus Funding Deadlines (MMOF/RMS) STAC - August 6, 2026



Agenda

1. Funding Sources Background
2. Spending Status in MMOF and RMS projects
3. ARPA and HB1466 Expenditure Deadlines
4. Expenditure Deadline Memos to local agencies



ARPA Funding Background

Senate Bill 21-260 allocated Federal American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) to CDOT programs:

- \$146,840,000 to Multimodal Transportation and Mitigation Options (MMOF)
- \$22,160,000 to Revitalizing Main Streets (RMS)

ARPA-SLFRF Requirement per US Treasury and CRS 24-75-226:

- Funding must be expended by **December 11, 2026**

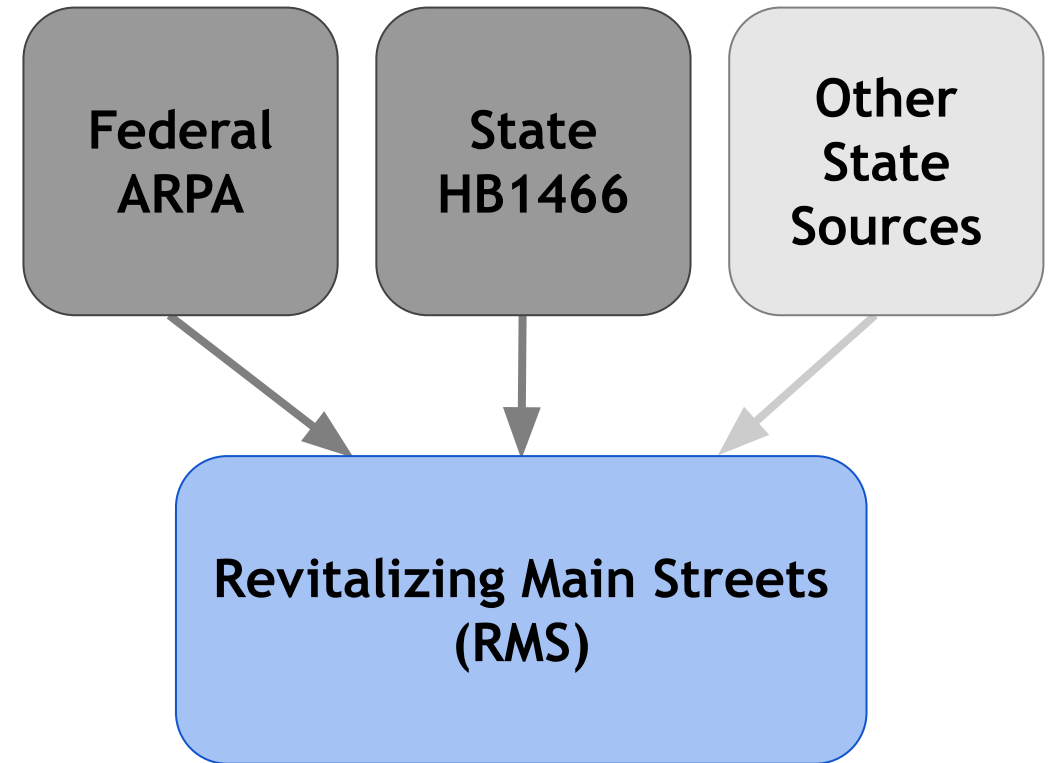
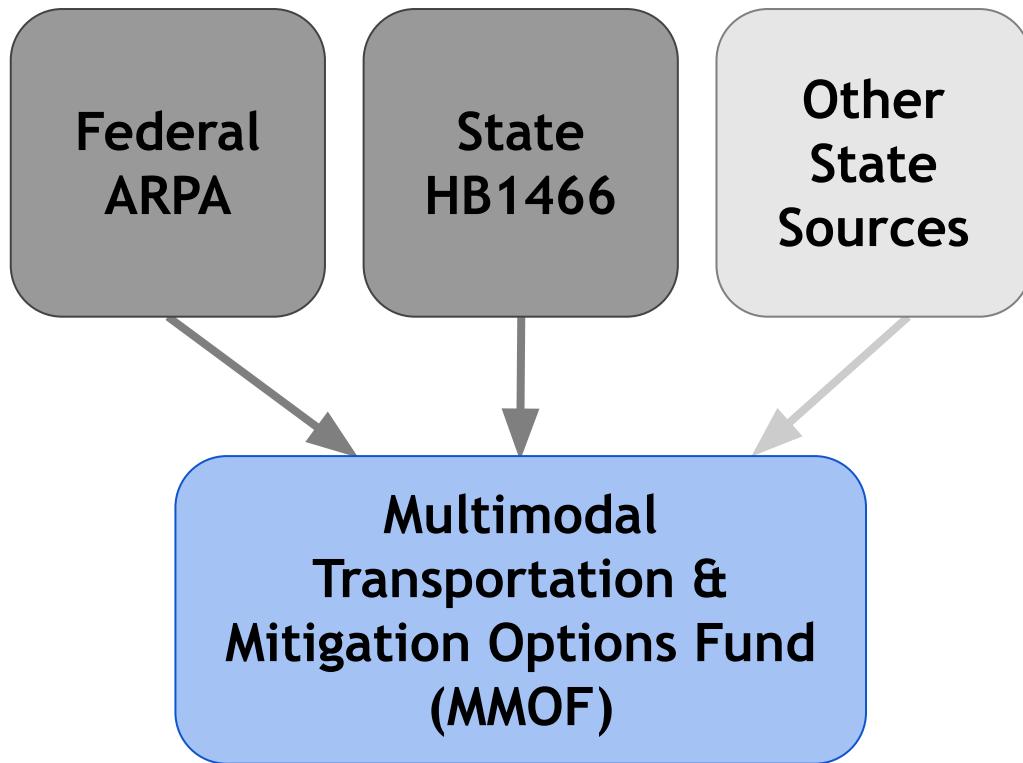


ARPA Refinancing

- House Bill 24-1466 refinanced most unspent ARPA funds with State General Funds (GF), specifically:
 - \$96.1 million for MMOF and
 - \$15.33 million for RMS
- CDOT issued funding source change letters in 2024 to local agencies for affected projects
- Funding must be expended by **December 31, 2026**



MMOF and RMS Funding Sources





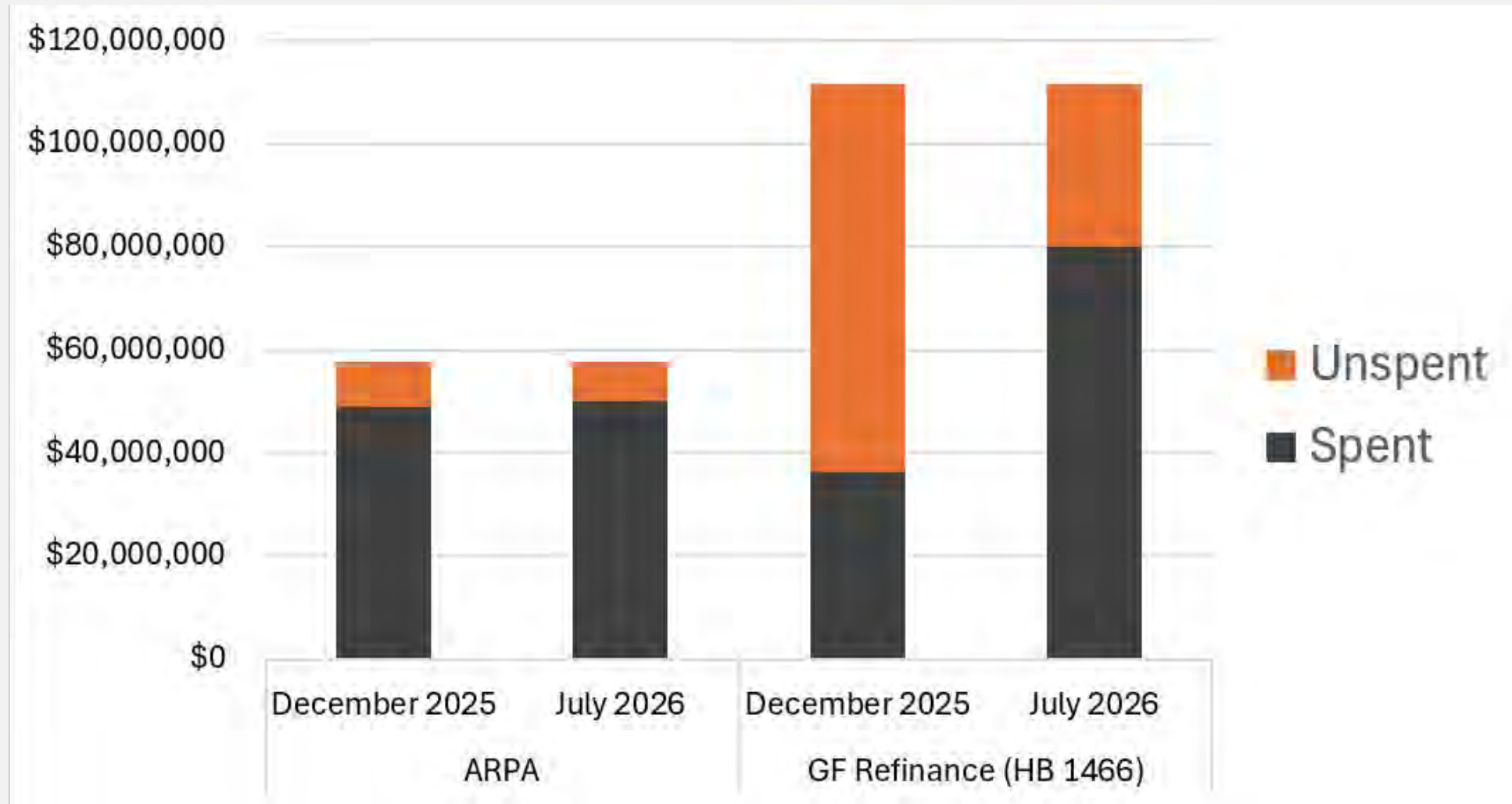
Status of ARPA & HB1466 Projects

Funding Source	Local MMOF Unexpended	RMS Unexpended	TOTAL Unexpended	Projects Remaining
ARPA	\$6.3 M	\$1.3 M	\$7.6 M	7 of 51 (MMOF) 1 of 9 (RMS)
GF Refinance (HB1466)	\$23.4 M	\$7.9 M	\$31.2 M	37 of 62 (MMOF) 9 of 16 (RMS)
TOTAL	\$29.7 M	\$9.2 M	\$38.9 M	51 projects

Data as of 7/15/2026



Spending Status (MMOF & RMS)





ARPA & HB1466 Deadlines

- **ARPA**

- Per state statute, work deadline is Dec. 11, 2026
 - *Encouraged* work deadline is *September 30, 2026* (per guidance from the Office of the State Controller)
- Final billing deadline is January 4, 2027
- Unspent funds are returned to the US Department of the Treasury

- **GF Refinance (HB1466)**

- Per state statute, work deadline is Dec. 31, 2026
- Final billing deadline is February 14, 2027; or earlier if specified in IGA/grant. Grantees *encouraged* to submit invoices by *January 31, 2027*.
- Unspent funds are returned to the State General Fund



What Does this Mean for Local Agencies?

- There is no opportunity for extensions on either ARPA or HB1466
- After the expenditure deadlines, unspent funds will no longer be available to the awardee, the MMOF or RMS programs, or to CDOT - regardless of the Local Agency's financial obligations
 - **Local agency assumes all remaining financial responsibilities, including contractor commitments**
- No funding swaps: there are no other funding sources available to replace ARPA/HB1466 funds assigned to a project



Memos Distributed to Affected Agencies

- CDOT Memos were sent to affected Local Agencies with unspent ARPA and/or HB1466 funding in late 2025
 - Memos are being delivered again in August 2026
 - **Memos should be shared with relevant local agency staff and contractors**
- Affected projects are listed in each memo
- Local Agencies are encouraged to proactively complete work as early as possible to ensure enough time to complete transactions and assemble required invoice documentation

Thank You

- For questions or comments, please contact:
 - Medora Bornhoft, medora.bornhoft@state.co.us
 - Bethany Nicholas, bethany.nicholas@state.co.us



COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Memorandum

To: Statewide Transportation Advisory Committee

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Natasha Butler, State Bridge Engineer

Date: August 6, 2026

Subject: Bridge and Tunnel Enterprise Bridge Preventative Maintenance Program

Purpose

Staff has prepared this presentation to inform the Statewide Transportation Advisory Committee (STAC) of Bridge and Tunnel Enterprise's (BTE) progress on developing a bridge preventative maintenance (BPM) program.

Action

The presentation is intended to be informational only. No approval action is being requested.

Background

The passage of House Bill (HB) 23-1276 (Scope of Bridge and Tunnel Enterprise) expanded the scope of the Enterprise, allowing BTE to fund bridge preventative maintenance projects for "Good" and "Fair" rated bridges. Additionally, HB23-1276 authorizes BTE to bundle work for "Fair" rated bridges into "Poor" rated bridge projects if including the "Fair" rated bridge is an efficient use of BTE resources and will result in cost savings or schedule acceleration for a project that will improve safety. With the recent Transportation Commission approval of the current CDOT 10-Year Plan (FY2027-FY2036), BTE now has certainty regarding the funding levels required to meet its commitments to the plan, allowing BTE to determine its strategy and funding capacity for BPM projects.

BTE plans to allocate \$125 million to bridge preventative maintenance projects in the next 10 years, \$50 million of which is available in the 4-year fiscally constrained period. This allocation to targeted bridge preventative maintenance was determined in collaboration with CDOT's Bridge Asset Management team through the development of an investment strategy that places a priority on bridge preventative maintenance, such as deck overlays, deck waterproofing membranes, and joint repairs and replacements, to address fair-rated bridges that are forecast to fall to poor condition over the next 20 years. BTE's funding strategy is intended to be supplemental to CDOT's existing bridge asset management program and will address bridges that the existing program does not have resources to address. The funding strategy is also intended to maintain the appropriate balance between

bridge preventative maintenance projects and bridge replacement projects to ensure the population of poor-rated bridges remains stabilized.

Although there are still long-term funding shortfalls for the bridge asset class, this one-time funding allocation, in conjunction with BTE's existing capital replacement and rehab program and CDOT's bridge asset management program, is projected to stabilize the percentage of poor-rated deck area around the state to approximately 4% for the next 20 years.

Additional information on BTE's bridge preventative maintenance program can be found in the attached presentation.

Next Steps

1. BTE and the CDOT bridge asset management team are collaborating with Region engineering and maintenance staff to vet program priorities and determine the project delivery strategy and timing for priority bridges.
2. BTE will continue working with its Board of Directors to authorize funding for priority projects. The first budget supplement request is planned for August 2026.



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Statewide Bridge and Tunnel Enterprise STAC Bridge Preventative Maintenance Strategy Workshop

August 6, 2026



BTE Eligible Bridge Work Types

Good Rated Bridges

- Preventative Maintenance

Fair Rated Bridges

- Preventative Maintenance
- Replacement, rehabilitation, or repair (if bundled with poor-rated bridge for cost savings or acceleration)

Poor Rated Bridges

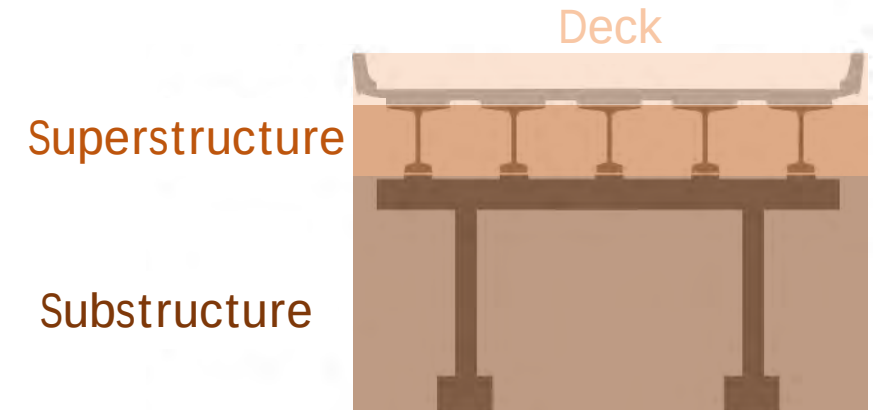
- Replacement, rehabilitation, or repair

Bridge Condition Ratings



Note: The lowest applicable rating of the elements shown above determines the rating of the structure

Anatomy of a Bridge



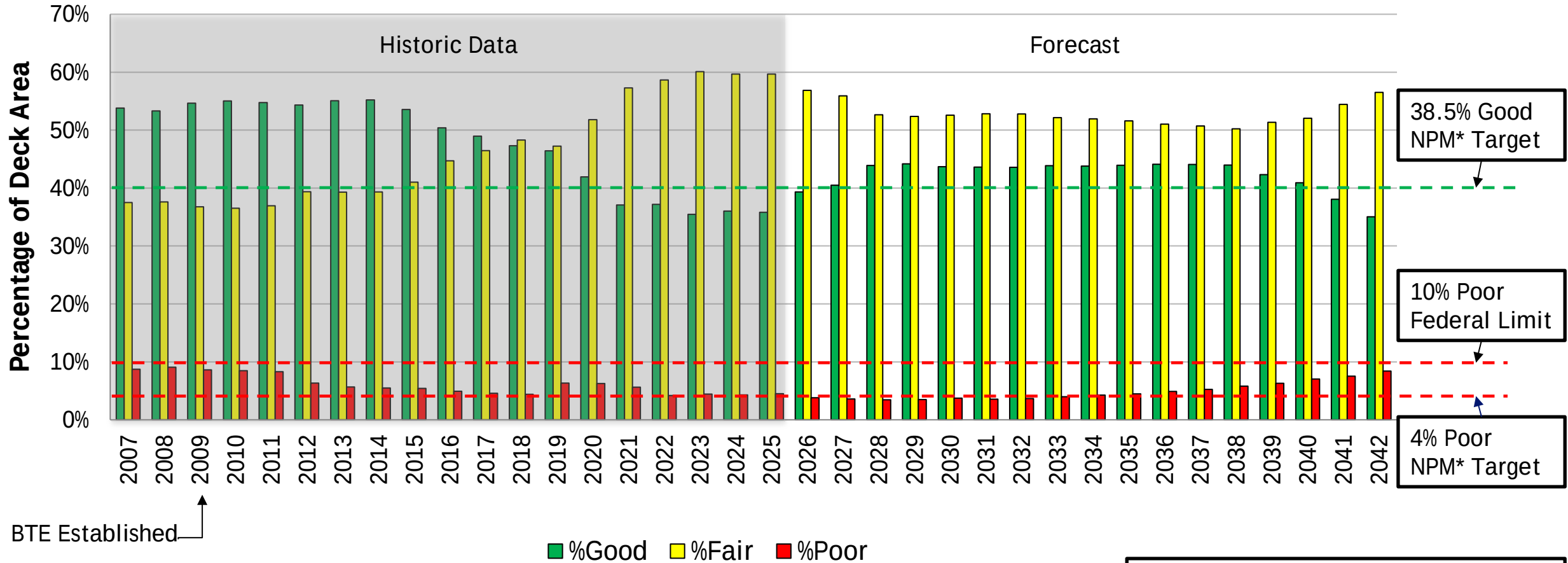
National Bridge Inventory (NBI) Rating Scale





CDOT-Owned Bridge Condition Current Forecast

Percent of Bridge Deck Area in Good, Fair, and Poor Condition



*NPM - National Performance Measure



BTE BPM Strategy

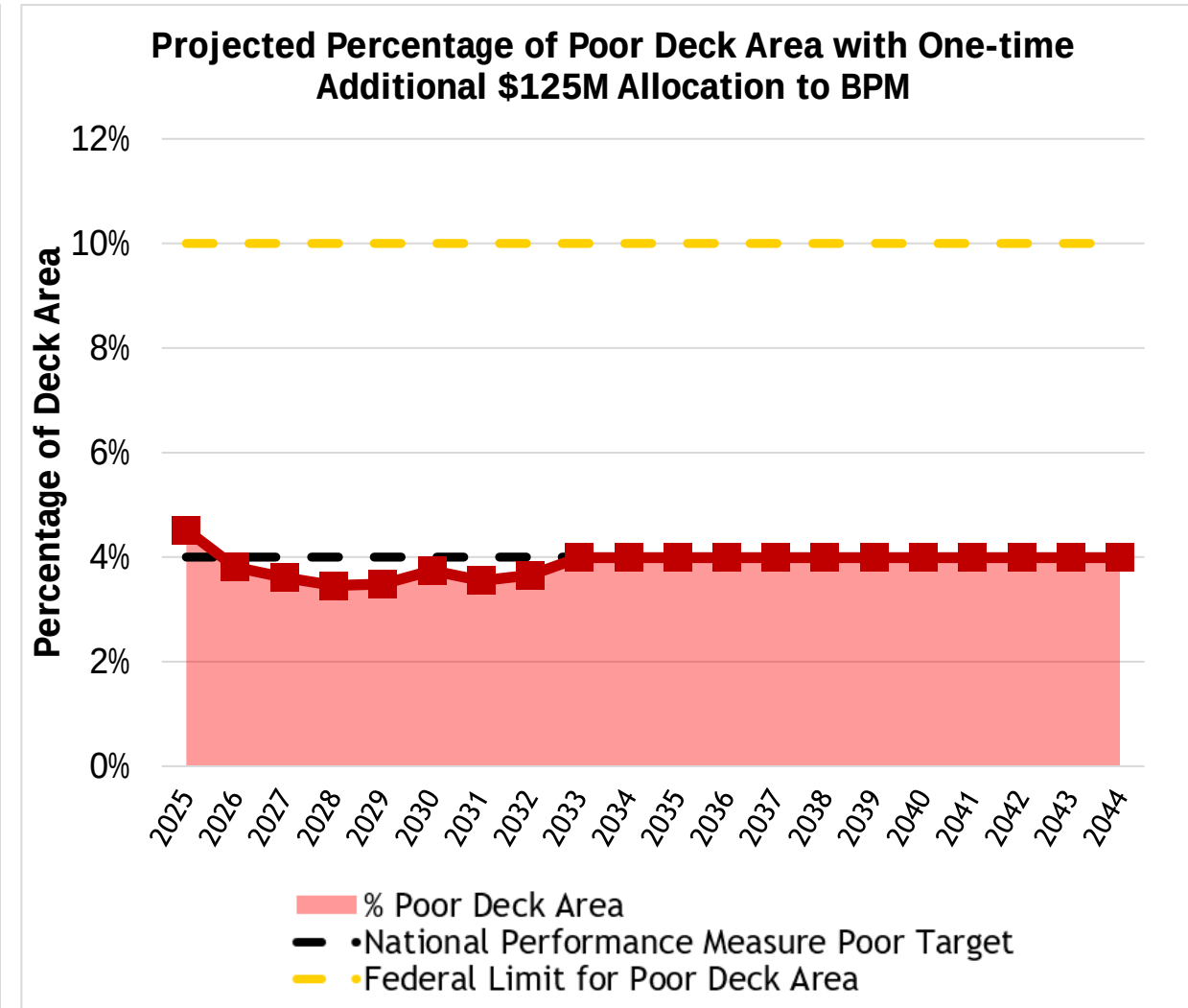
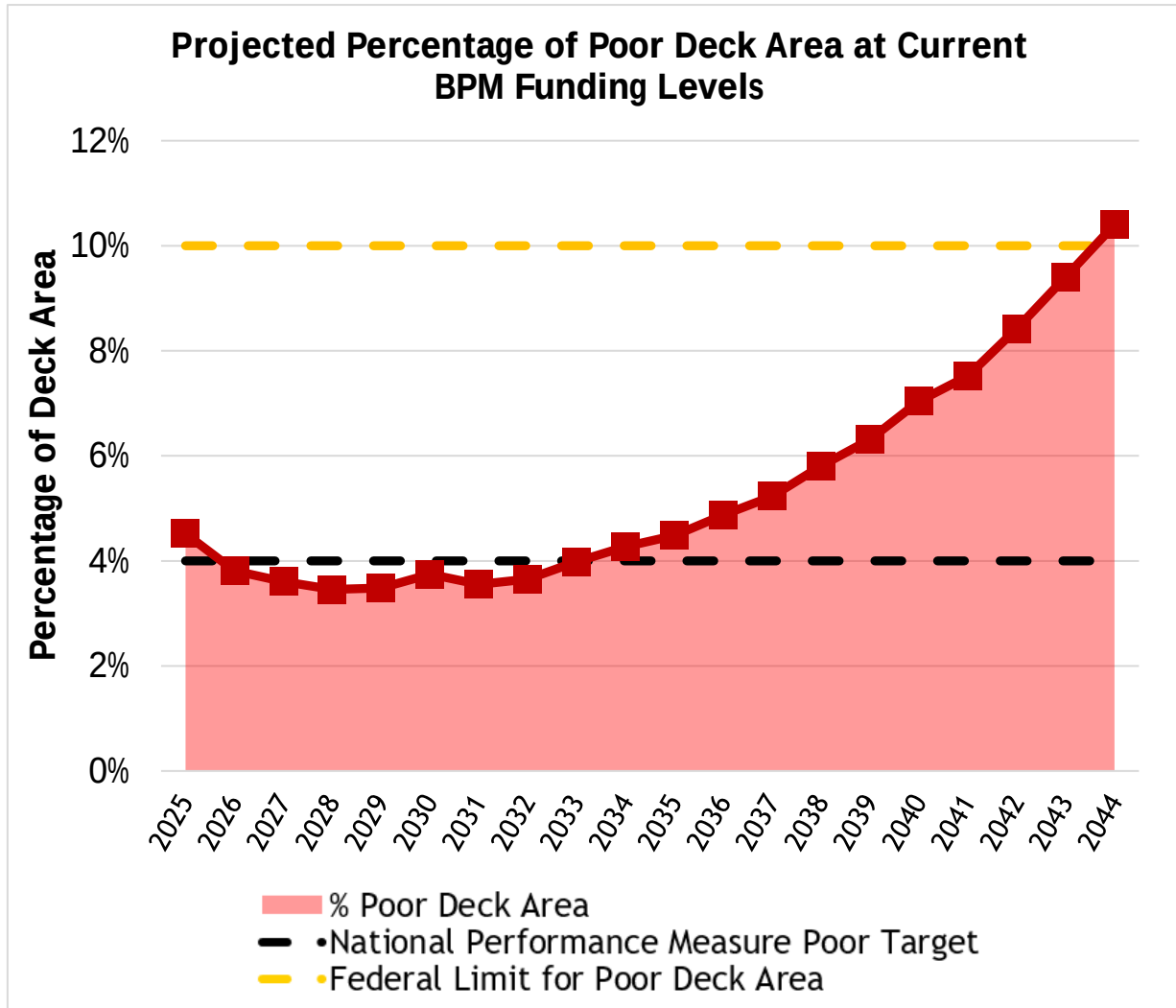
Goal: Determine the minimum BTE BPM investment levels needed in the next 10-year planning period to:

- 1) Stabilize the forecast percentage of statewide bridge deck area in Poor condition over a 20-year horizon, and**
- 2) Meet the 4% established national performance measure target for Poor deck area**

Note: Analysis assumes that existing base levels of funding for the CDOT bridge preventative maintenance Program and BTE's pay-as-you-go program remain in-line with current forecasts



Forecast Results of \$125M One-time BPM Investment





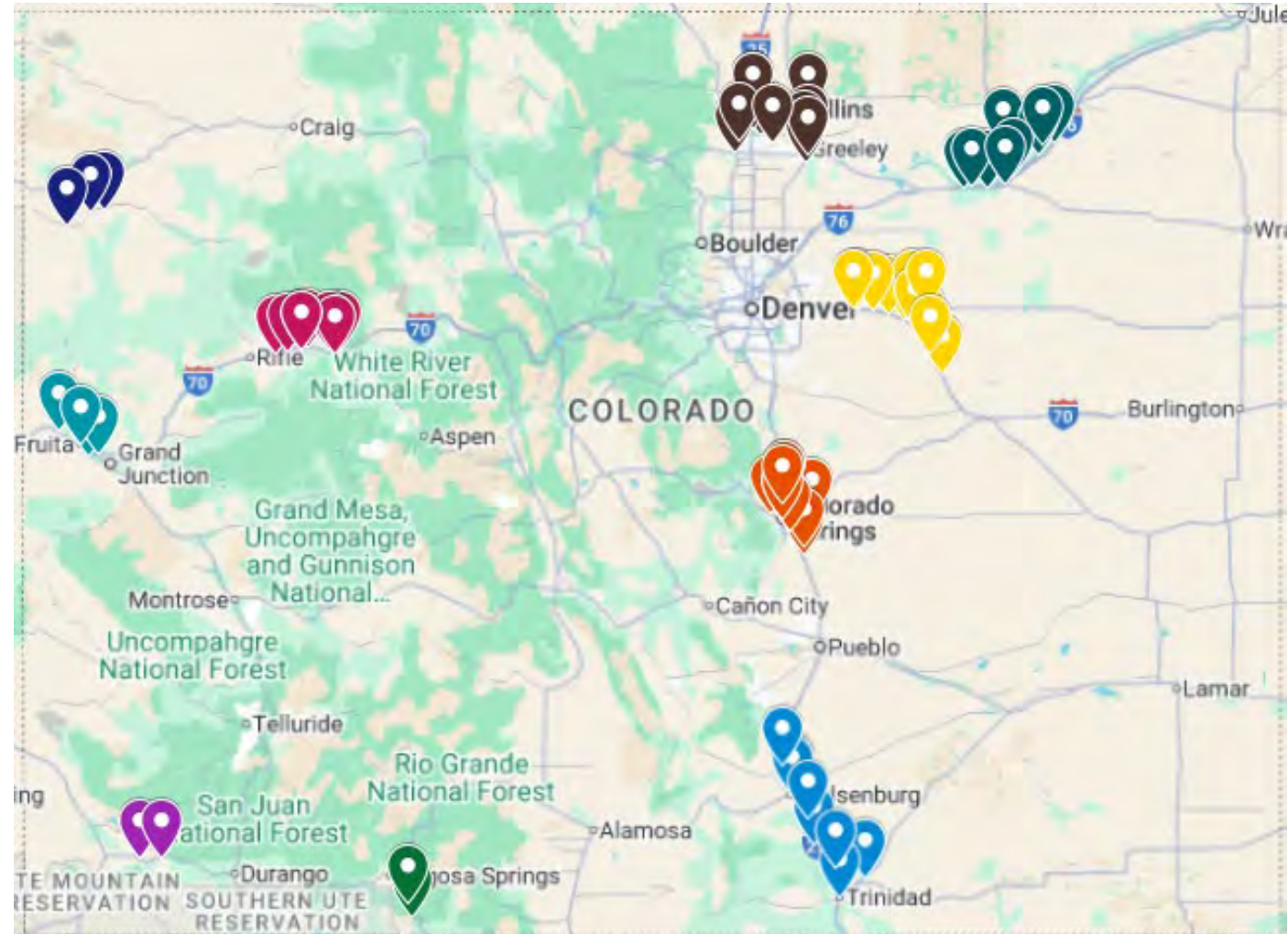
BTE BPM Project Identification

- Structure Identification:
 - Target high priority bridges with decks in Fair condition (6 or 5) that are forecast to fall to Poor condition based on current deterioration models
 - Target bridges that are unlikely to be prioritized through the existing BPM prioritization or other processes
- Treatment Identification:
 - Expansion joints with more than 10% of length with documented damage/deterioration will be replaced.
 - Bridge deck repair and overlay based on existing condition and elements (e.g. a deck with an existing asphalt overlay would receive deck repair and a new asphalt overlay, not a polyester overlay)
 - Other miscellaneous treatments that extend the service life of the bridge or enhance safety and are cost effective to perform while the contractor is mobilized



BTE BPM Project Identification and Delivery

- Identify opportunities to package structures into logical, biddable projects based on factors such as geographic proximity, treatment type, risk, and complexity
- Preliminary bridge bundles have been identified - shown here is a small sample of the total identified bundles
- BTE and CDOT's bridge asset team are collaborating with Region engineering and maintenance staff to vet priorities and determine delivery strategy





Key Takeaways

- With the HB23-1276 scope extension and existing budget, BTE plans to allocate \$125 million to bridge preventative maintenance projects in the next 10 years, \$50 million of which is available in the 4-year fiscally constrained period
- This one-time funding allocation, in conjunction with BTE's existing capital replacement and rehab program and CDOT's bridge asset management program, is projected to stabilize the percentage of Poor deck area around 4% for the next 20 years.
- Without the additional \$125 million allocation, it is expected that the percentage of Poor deck area in 20 years will climb to the federal limit of 10%.
- Even with this one-time investment, a significant funding shortfall still exists for CDOT's bridge program. Projections indicate that the percentage of Good deck area begins to decline precipitously in 15 years. The longer this funding gap exists, the more deferred maintenance builds up, creating a backlog of funding needs for higher-cost replacement projects.



COLORADO

Department of Transportation

Questions or comments?



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Managing Director
Statewide Bridge and Tunnel Enterprise
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COLORADO DEPT. OF TRANSPORTATION

Region 4

Northern Colorado



COLORADO

Department of Transportation

STAC Update

August 6, 2026



Agenda

1. Update on 287 - Boulder County
2. Update on 287 - Larimer County
 - a. Shared MPDG Grant
3. Progress on Segment 5
 - a. Construction Safety Measures
 - b. Project Innovations - to saving \$\$
4. CO 119 Update
5. I-70 Bethune to Burlington & Interstate Highlights



US 287 - Boulder County Background

Project Origination:

In 2020, Boulder County's Finalized and adopted Vision Zero Study.

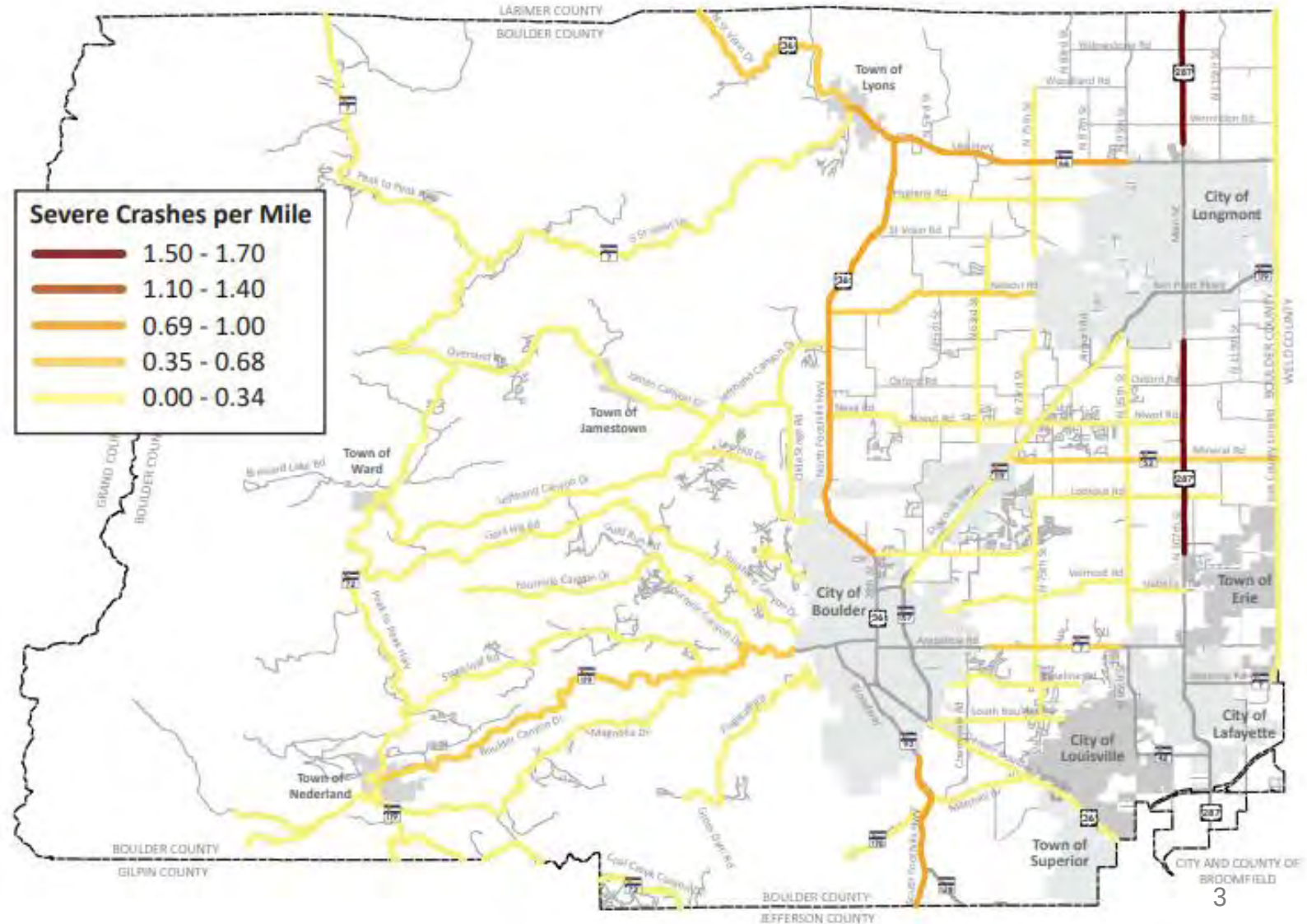
In 2023, BoCo Vision Zero Safety Study identified the majority of serious and fatal crashes were occurring on US 287 due to vehicle crossing into oncoming traffic.

Project Purpose:

Reduce the number of serious and fatal crashes along US 287 resulting from crossover collisions.

Study Recommendation:

Proposed Median Barrier Section





US 287 - Crash Data

Crash Data

Between 2015 and 2024:

24 people died from a crossover crash

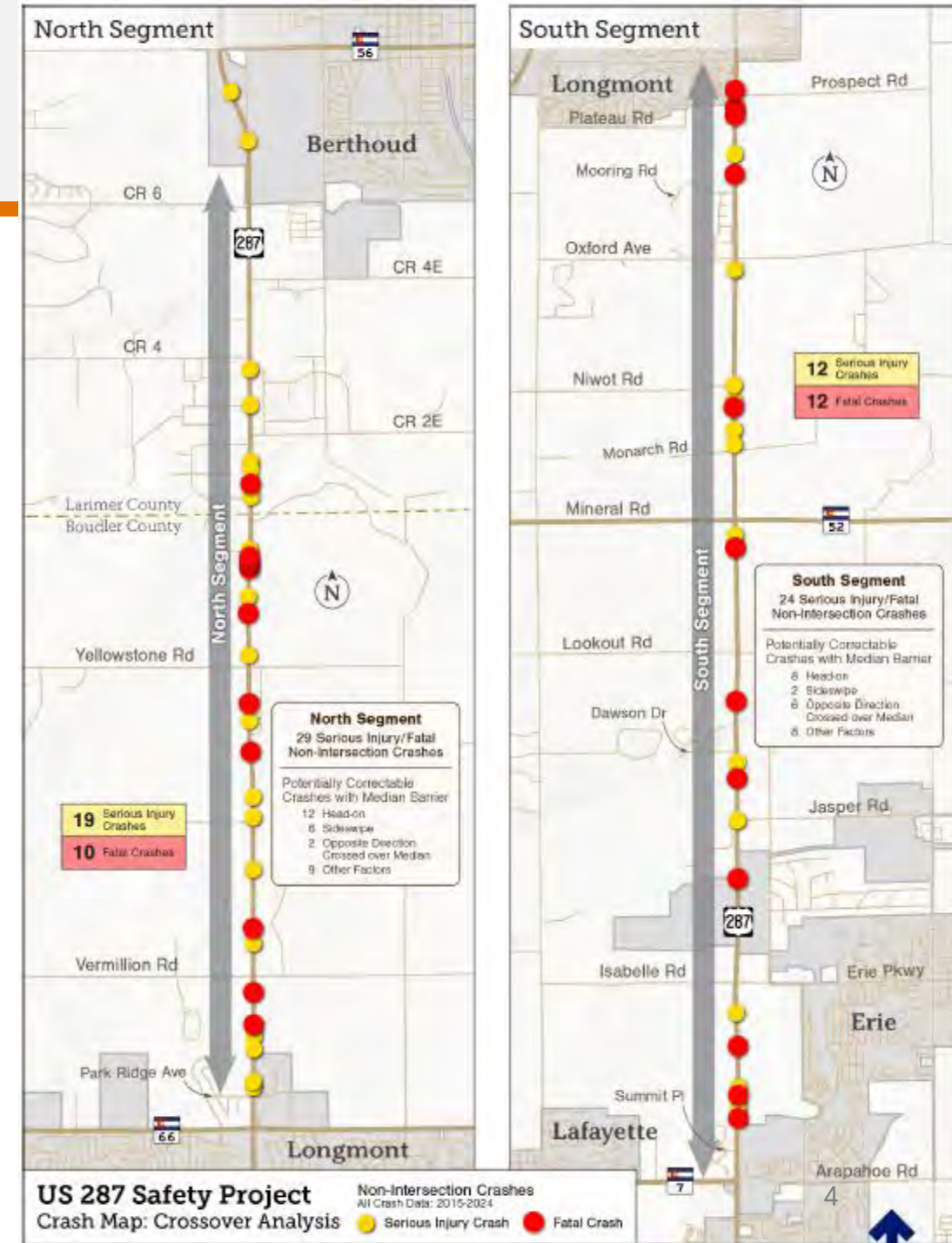
Over 500 total crashes occurred, 23% were a crossover crash

60% of all serious injury crashes comprised of crossover crashes

76% of all fatal crashes comprised of crossover crashes

The rate of serious injury and fatal crashes continues to increase as traffic volumes increase.

“Median barriers installed on rural four lane highways result in a **97% reduction** in crossover crashes”
- FHWA proven countermeasure

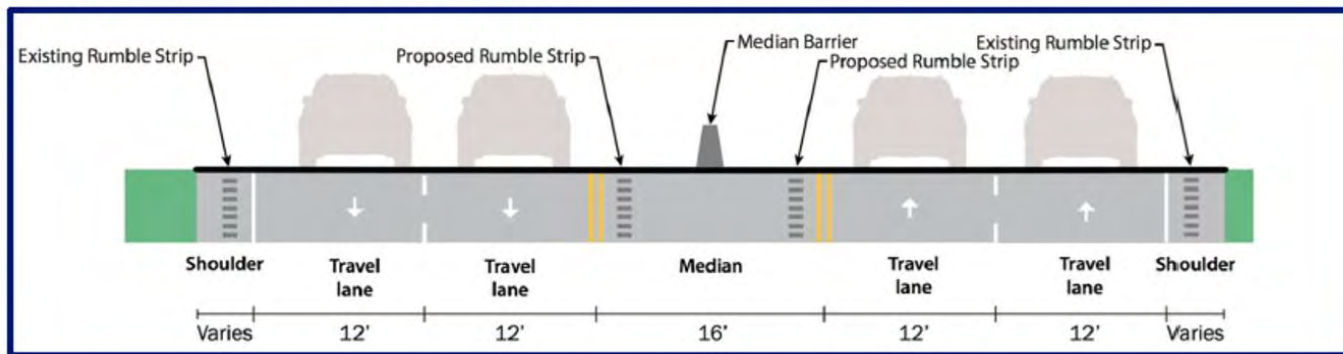


US 287 - Proposed Solution

Current Conditions



Proposed Median Barrier Cross Section



Proposed solution also includes:

- Changes in access
- Indirect left at crossover (ILAC) i.e. U-turns between intersections
- Acceleration and deceleration lanes at ILAC locations
- Addition of signals at limited locations

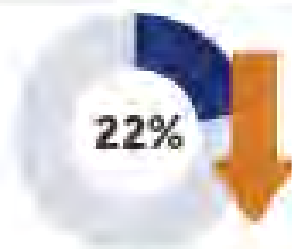


US 287 - ILAC Locations

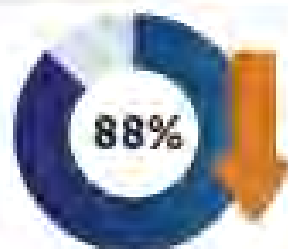
ILAC Safety Benefits:



63% reduction in **fatal crash and injury** compared to an **unsignalized** intersection



22% reduction in **fatal crash and injury** compared to a **signalized** intersection



88% reduction from **12 crossing conflict points at intersection** down to **2**

ILAC Operational Benefits:



Up to 30% increase in **intersection throughput** compared to **signalized** intersection



Up to 40% reduction in **Delays**

Proposed Median Barrier and U-Turn Locations along US 287:





US 287 - Barrier Project Status

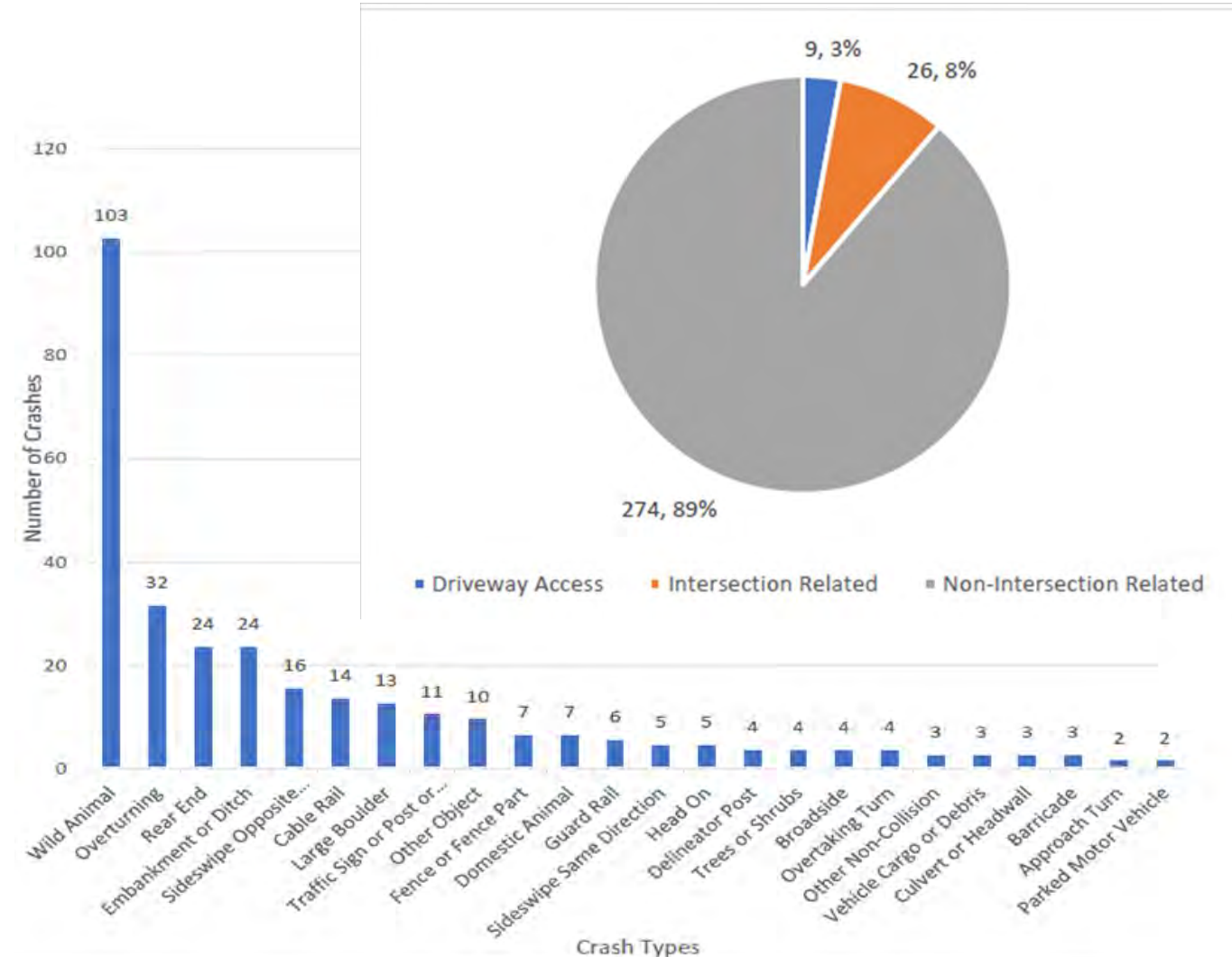
- Currently at 60% Design
- Extensive Stakeholder Outreach
 - Local Agency Workshops
 - Agriculture Open House
 - Coordination with Dawson School District
- Public Outreach
 - Community Pop-up Events
 - Public Meetings
- On Schedule
 - Advertisement is anticipated Spring 2027 with construction beginning in Summer 2027
- On Budget - with added scope elements
 - MPDG Grant estimate \$25M, current estimate is \$34M, additional **faster** funds have been added to cover the delta



US 287 - Larimer County Project Purpose

To improve the safety of the corridor between Ted's Place and the Wyoming border. A safety study was conducted and a number of solutions were proposed.

CDOT identified this project on its 10-year plan and was successful in receiving \$47.2M in an MPDG grant. This was competitive due to its Benefit-Cost Ratio of 6.18:1 including both the Larimer and Boulder County projects.



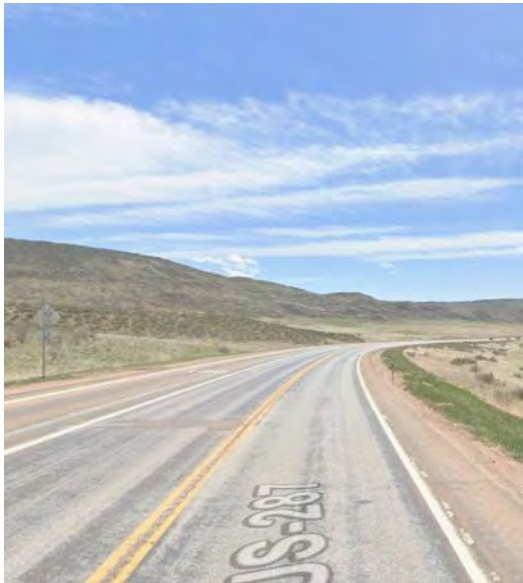


US 287 - Larimer County Schedule

Why wait three years for a safer corridor?

Small projects today beat a large project tomorrow—time saves lives.

Region 4 strategically prioritized design efforts so that each construction season could be fully utilized rather than waiting for one large construction project, advancing construction elements as much as two years.



Before Construction

Looking south on US 287,
just south of Owl Canyon Rd.



After Construction

Looking south on US 287,
just south of Owl Canyon Rd.

Project Schedule

Owl Canyon intersection improvements

✓ **Completed – Summer 2025**

Red Mountain Road and Bonner Springs Ranch Road intersection improvements

⚡ **Underway – December 2026**

Construction actively progressing towards winter completion

Remaining scope elements- wildlife fencing, shoulder widening, overlay, Dale Creek bridge replacement, High Lonesome - Rest Area intersection improvements, guardrail and cable rail upgrades

→ **Planned Construction**

- **Construction Start:** Spring/Summer 2027
- **Estimated Completion:** Fall 2028



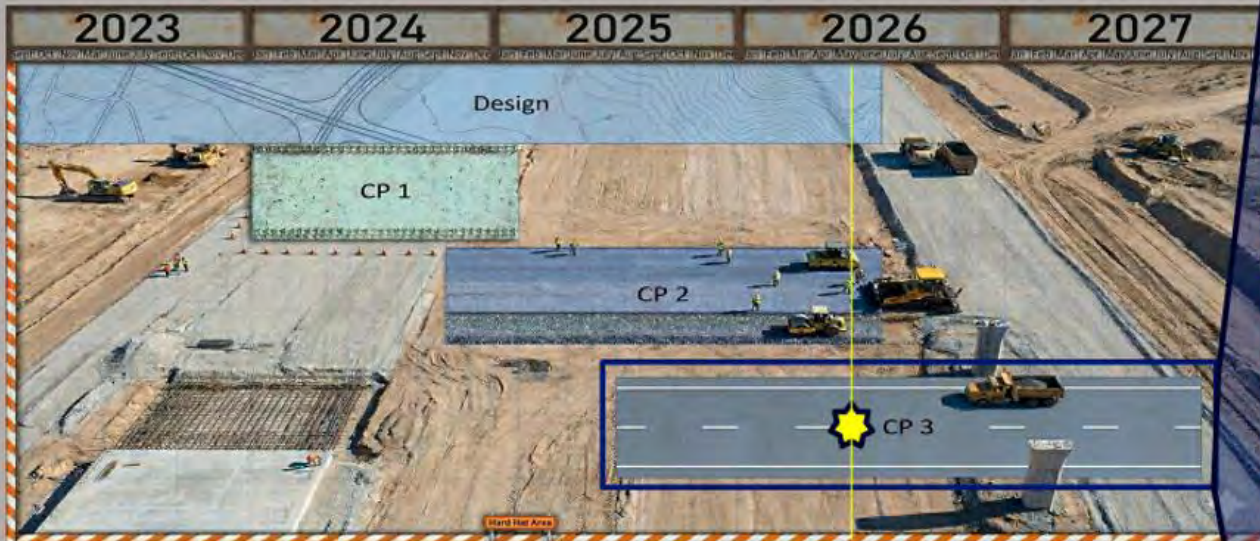
I-25 Segment 5 Updates

Project Timeline



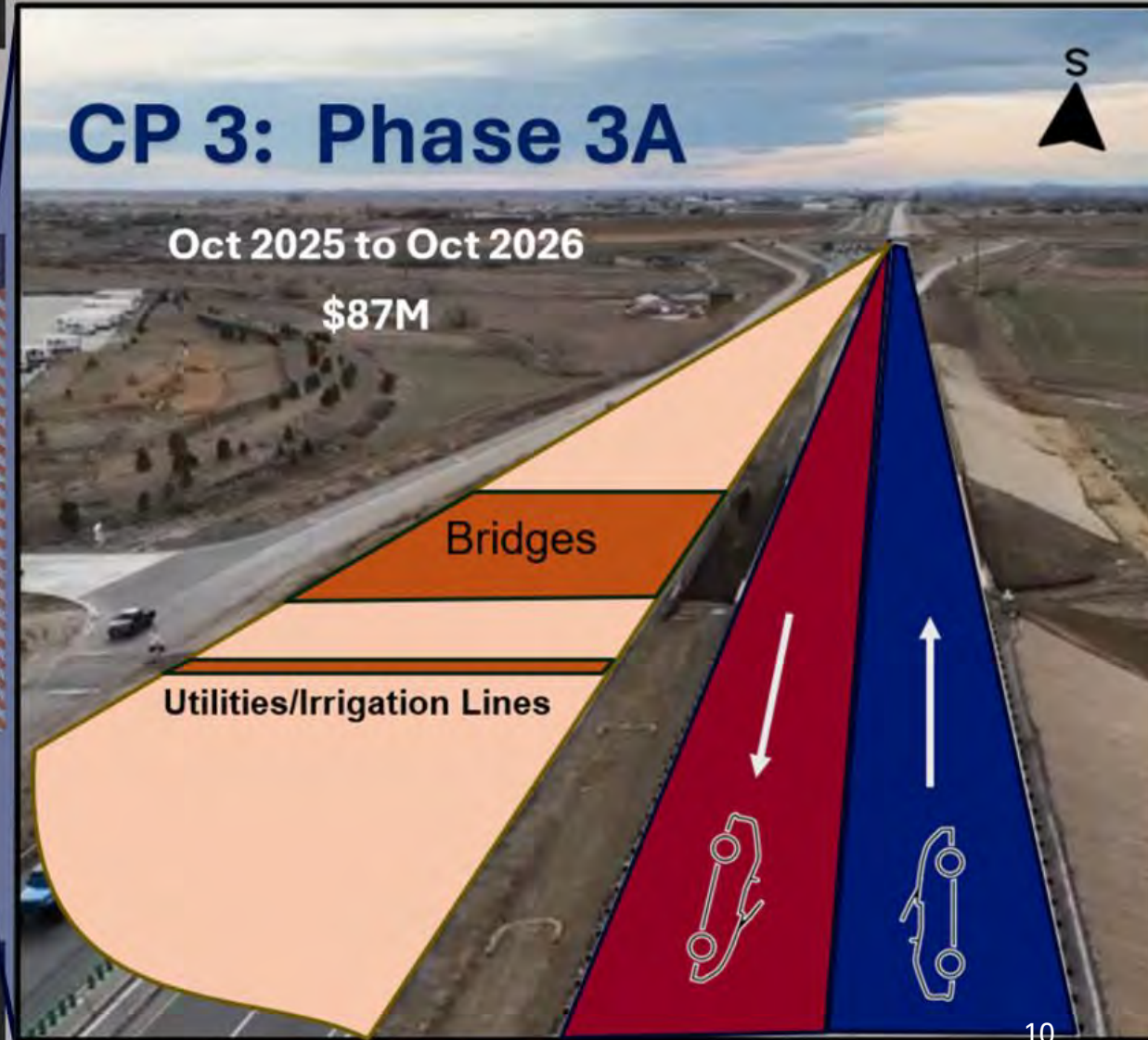
Three Main Construction Packages

Design Complete: 98%



Construction Complete: 68%

Phase 3A - Shift north and southbound traffic to the southbound barrel, widen northbound barrel





Proactive Safety Measures

Brainstorm



What we are doing: Engaged with emergency response personnel during design to identify safety measures, access, and coordination.



Improved Proactive Safety Measures:



Rumble Strips
Installed transverse rumble strips in advance of the work zone for an extra alert to drivers.



Wider Shoulders
Added 1' of extra shoulders (2' to 3') so emergency vehicles can "split" the lanes.



Emergency Pullouts
Added 7 emergency pullouts WITH emergency access areas.



Conservative Layout
Prioritizing project dollars to account for more conservative layout (12' standard lanes, more gradual crossovers, longer lasting (epoxy) paint).



Courtesy Patrol
Retaining Courtesy Patrol tow truck to be on call near project.



Proactive Safety Measures

Rumble Strips

Transverse Rumble Strips: Alerts drivers that they are entering a work zone.

ENGINEERING PLAN VIEW



REAL-WORLD APPLICATION



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Proactive Safety Measures

Shoulder Width

What we're doing: Added 1' of extra shoulders (2' and 3') so emergency vehicles can “split” the lanes.

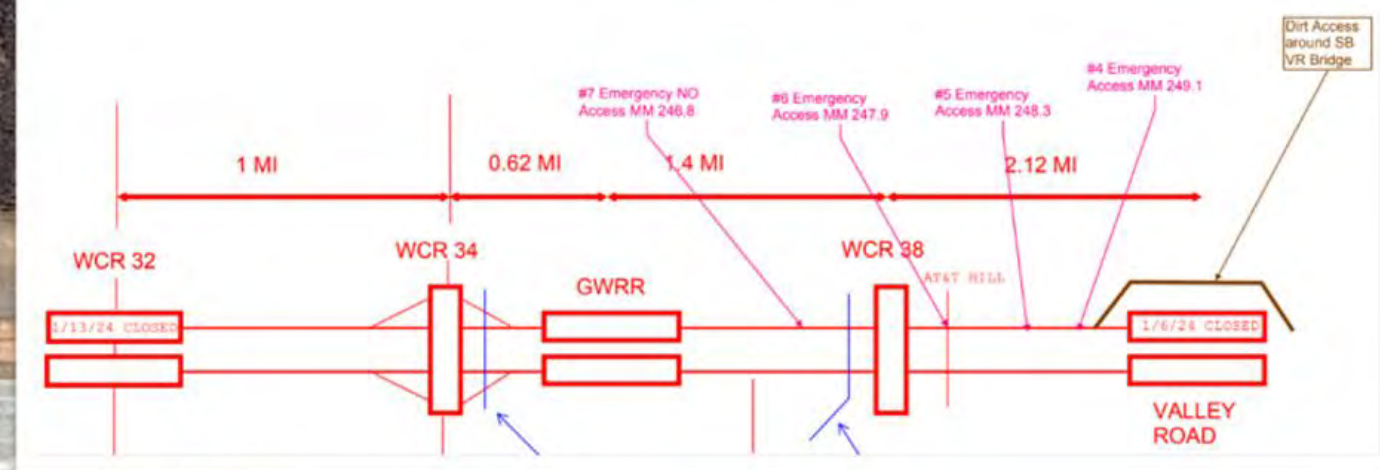




Proactive Safety Measures

Emergency Pull offs

What we're doing: Emergency pull offs, access additions, and emergency response coordination.





Proactive Safety Measures

Speed Camera Enforcement

What we're doing: Attempting to change driver behavior through the work zone to reduce speed and crashes to create a safer environment for motorists and construction workers.

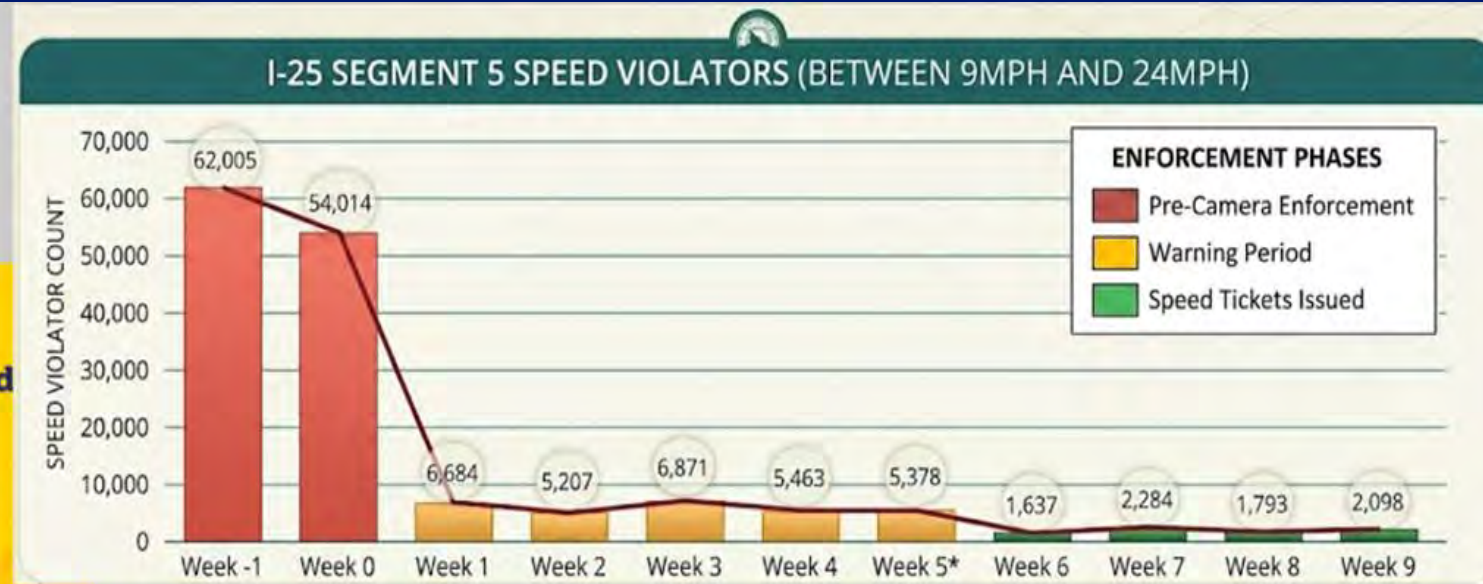
Camera 1:
Entry time recorded.



Camera 2:
Exit time recorded



Average speed is calculated between each camera by dividing the distance by the travel time. **Vehicles traveling an average of 10 mph or more above the posted speed limit will be issued a civil penalty.**



**REDUCE WORK
ZONE CRASHES**



in total crash rate

FIRST MONTH:
**~39%
REDUCTION**

**LOWER SPEEDS
ALONG AVIS CORRIDORS**



Target Speed Achieved

**REDUCE CRASH
SEVERITY**



Lower Injury Rates



I-25 North Innovations

Right-of-Way (ROW) Incentive Program

ROW approach turned a major acquisition challenge into a model of proactive problem solving, accelerating delivery while strengthening relationships with property owners.

Segment 6 Lesson Learned - Outsmart the attorneys... devised incentive program

Incentive Program:

- If owner signed within 30 days of offer, they would get \$10,000 plus 35% above CDOT's appraised value.
- It worked... 26 of 28 properties signed within 30 days of offer.

Top Benefits:

- Efficient ROW process and proactive and positive interactions with property owners
- Shifted focus away from litigious game playing and prioritized financially benefiting landowners over lawyers
- Efficient construction without delays and "no work" zones
- Increased public trust by delivering "without caveats"
- Lower contingency and "set asides" for risk

Segment 5 & 6 ROW Comparison		Segment 5	Segment 6
Number of Parcels 		28	31
Acres (in Fee) 		42.9	48.0
ROW Procurement	CDOT Fair Market Value Appraisal Value	\$ 3,093,316	\$ 7,077,733
	Last Written Offer/Settlement 	\$ 4,149,237	\$ 13,031,262
	Incentive	\$ 991,602	-
	Total ROW Cost	\$ 5,140,839	\$ 13,031,262
	Delta between FMV and ROW Cost	\$ (2,047,523)	\$ (5,953,529)
	Percentage between FMV and ROW Cost	166%	184%
Construction Impacts	Median Closing Time 	24	122
	Contractor Inefficiency Delay Payout	\$ 0	\$ 875,562
	Other Risk/Inefficiency Realized Costs	\$ 0	\$ 680,777
	Total Construction Impact	\$ 0	\$ 1,556,339
Total ROW Impact		\$ 5,140,839	\$ 14,587,601
Delta between FMV and ROW Impact		\$ (2,047,523)	\$ (7,509,868)
 Percentage between FMV and ROW Impact		166%	206%

"The greatest improvement has been in ROW acquisition, which has been a true game changer for the project" - RLW/SEMA Team



Adjacent Project Coordination

Frontage Road Transition

- Frontage roads were not designed or intended to handle the traffic volumes due to norther Colorado growth and I-25 congestion, when analyzing:
 - Safety and accident history
 - Operations
 - Access
 - Development
 - I-25 construction ROW needs

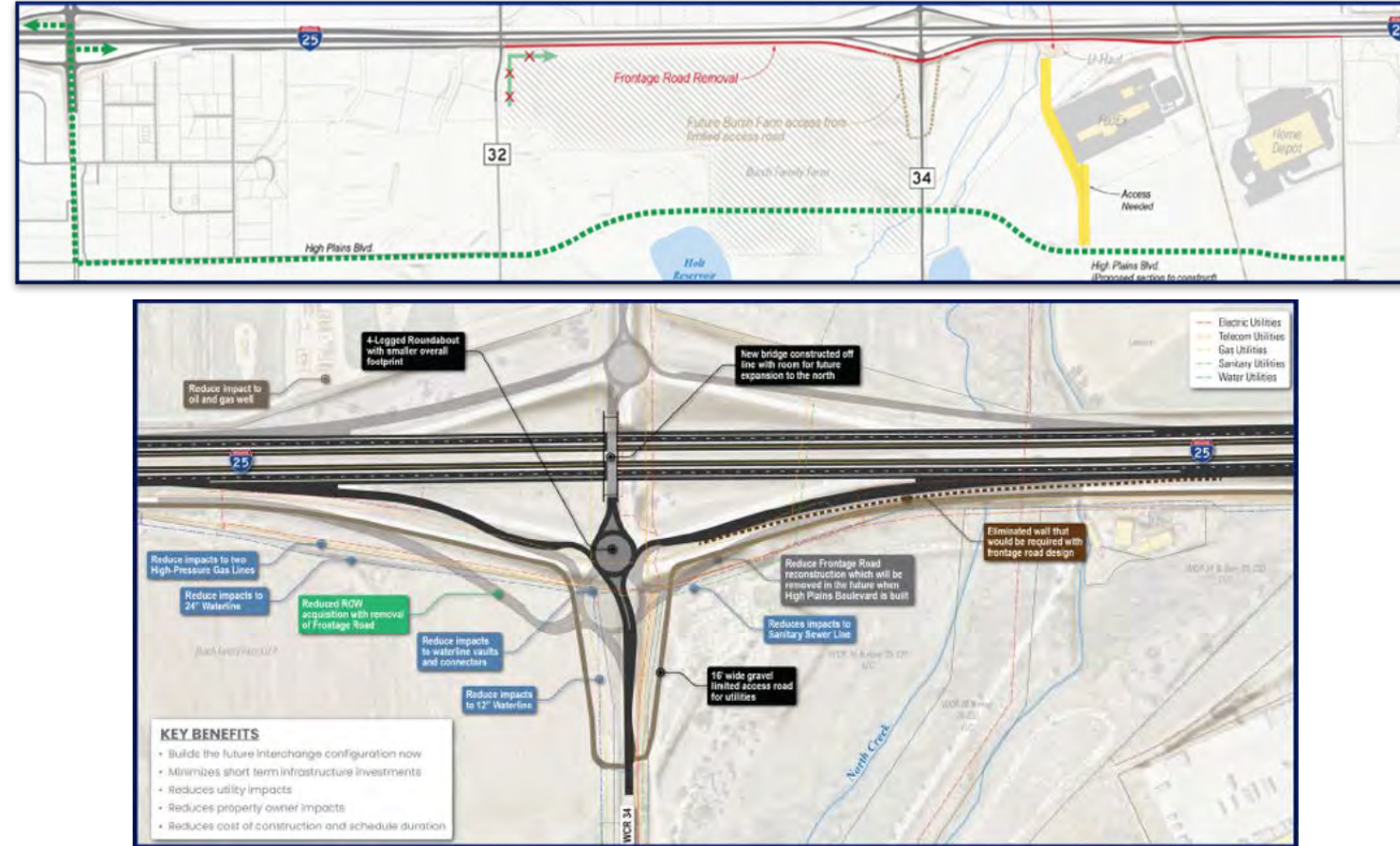




I-25 North Innovations High Plains Blvd Partnership

Leveraging local partnerships to turn a big challenge into a big opportunity.

- Collaborated with Weld County, the Town of Mead, and two private developers
- CDOT orchestrated the locals accelerating the design and construction of a two-mile segment of HPB
- Eliminated the need for extra legs in the roundabout in a constrained right of way area with many utilities
- Avoided costly temporary infrastructure for CDOT (~\$9M)
- Improved regional traffic flow and safety



At the groundbreaking, one of the participating developers described it as the most effective and expedient “public-private partnership” he had witnessed in his 30-year development career.



I-25 Segment 5 Updates

Budget & Funding

Segment 5 Project Cost History

Initial Project Estimate	\$ 414,695,517
---------------------------------	-----------------------

Realized Cost Savings

Efficient Team/Management	\$ 4,450,771
Project Innovations	\$ 43,500,000
Unrealized Escalation	\$ 34,222,218
Total Major Savings	\$ 82,172,989

Projected Total Project Cost	\$ 333,545,517
-------------------------------------	-----------------------

Efficient Project Delivery

	Segment 6		Segment 5	
Program Costs	\$ 299,095,206.61		\$ 342,222,180.59	
Category	Cost	Program Percentage	Cost	Program Percentage
ICE	\$ 1,991,559	0.67%	\$ 285,000	0.08%
Design	\$ 23,399,562	7.82%	\$ 23,096,664	6.75%
ROW Management	\$ 1,215,000	0.41%	\$ 500,001	0.15%
DTP - Precon	\$ 2,560,575	0.86%	\$ 2,600,000	0.76%
CM - Precon	\$ 2,465,739	0.82%	\$ 700,000	0.20%
Total	\$ 31,632,436	10.58%	\$ 27,181,665	7.94%
Realized Savings			\$ 4,450,771	

Major Project Innovations

Phasing - completed a year sooner	\$ 15,500,000
Reusing paving	\$ 16,500,000
ROW Incentive	\$ 2,500,000
High Plains Blvd collaboration	\$ 9,000,000
Realized Savings	\$ 43,500,000

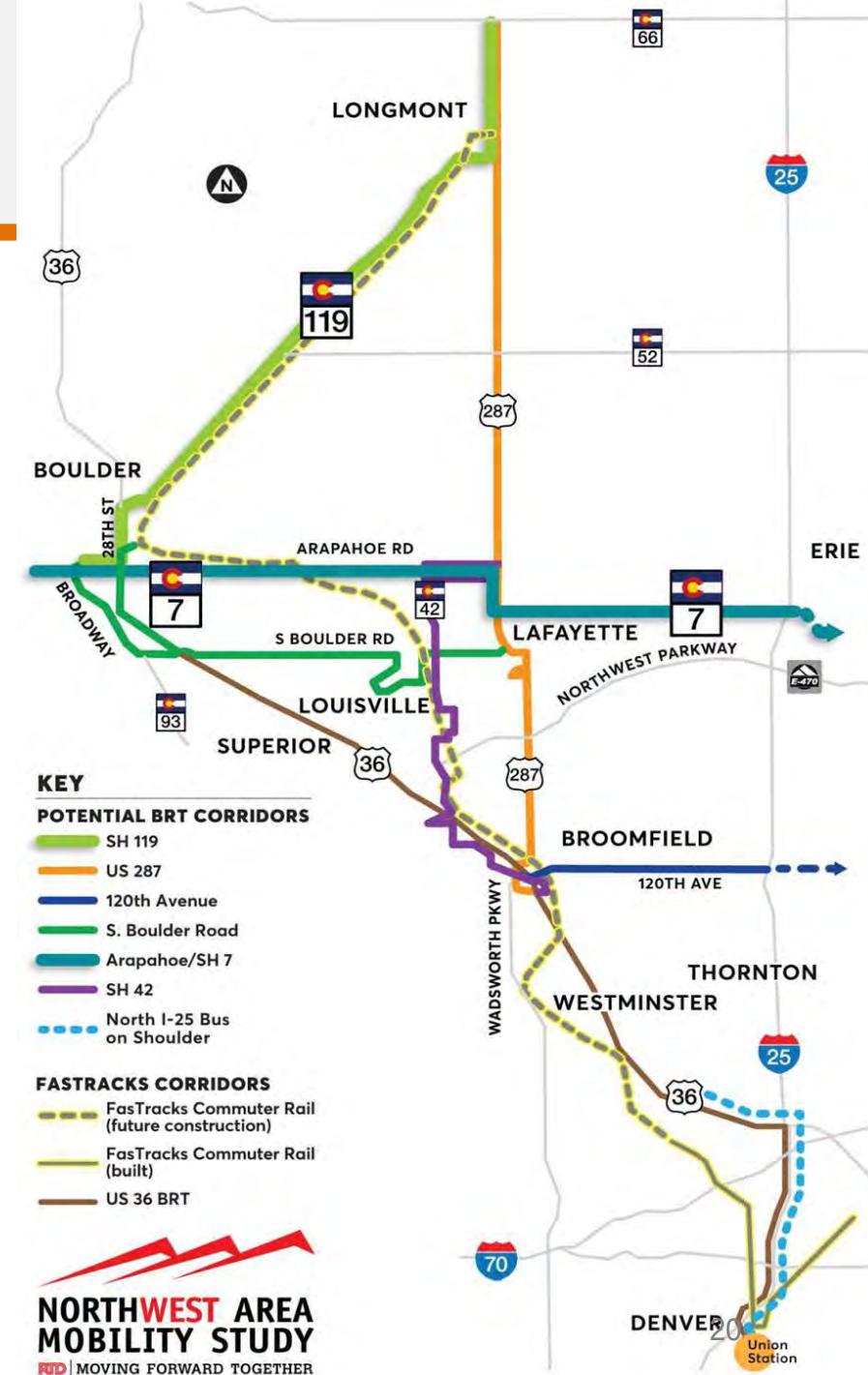


Unrealized Escalation

Projected (10%)	\$ 376,444,398.65
Actual (3%)	\$ 342,222,180.59
Realized Savings	\$ 34,222,218.06



CO 119 Safety & Mobility Improvements Project





Construction Packages & Status



- A CM/GC contractor was procured in March 2024 with the contract project limits including the full scope of work identified in the grant application, including Hover.
- Construction Package 1 (CP1) including the CO52 intersection and other elements began in September 2024.
- Construction Package 2 (CP2) including the 63rd Street intersection and other elements began in August 2025.
- CP1 & CP2 will to be complete by the end of 2026.
- Design for the entire scope of the grant will be complete June 2026
- To date approximately \$82.5M has been expended of the \$125M encumbered for both construction packages.



Hover Intersection Improvements

- The third and final construction package (CP3) is specifically for the Hover intersection.
- Early procurements are taking place in April and construction is starting in August 2026.
- The Hover intersection improvements are focused on grade separating the largest traffic through movement and will reduce crashes by up to 50%, reduce 20+ vehicle conflict points and provide a 50% reduction in peak-hour delays.
- There are additional safety and network benefits from the intersection improvements, including reduced crossing lengths for pedestrians.





CO 119 SMBP Construction Update 07/28/2026

Fourmile Canyon Creek Connection





CO 119 - Fourmile Canyon Creek Connection





CO 119 - Jay Rd





CO 119 - 63rd Street Pedestrian Bridge Set 7/10





CO 119 - 63rd Street





New SB CO-119 and CO-52 Alignment





CO-119 and Niwot





I-70 Bethune E & W and Burlington WB (1)

- **Project Scope Delivered (100% Complete & Accepted)**
 - **I-70 Mainline Paving:** Completed 9 miles of 6" mill and HMA Paving (EB & WB) between Bethune and Burlington, 11 miles 3" HMA paving WB Burlington to Kansas.
 - **Strategic Scope Expansion:** Executed a major Change Order to add 11 miles of paving on I-70 (EB Burlington to Kansas) and 11 miles of paving on US 24 (Bethune to Burlington).
 - **Structural Improvements:** Successfully rehabilitated I-70 bridge structures G-27-R and G-28-H and lined a failed culvert on EB I-70.
- **Key Achievements & Big Wins**
 - **Financial Stewardship:** The \$50,342,040.98 project was completed within budget
 - **Massive Production Scale:** Placed a total of 198,216 tons of HMA and paved a total of 98 lane miles.
 - **Exception Ride Quality:** WB Bethune to Burlington achieved an average IRI of 47 and required only two grinds for smoothness. The project overall showed an impressive improvement in smoothness.
- **Stakeholder & Industry Recognition**
 - Earned an Honorable Mention at the CAPA Awards Ceremony and was nominated for a 2026 ICE (Infrastructure Construction Excellence) Award.
 - Received strong, vocal gratitude from the Kit Carson County community for the significant improvements to both US 24 and I-70.



I-70 Bethune E & W and Burlington WB (2)



Bethune Interchange looking westbound



I-70 Bethune E & W and Burlington WB (3)



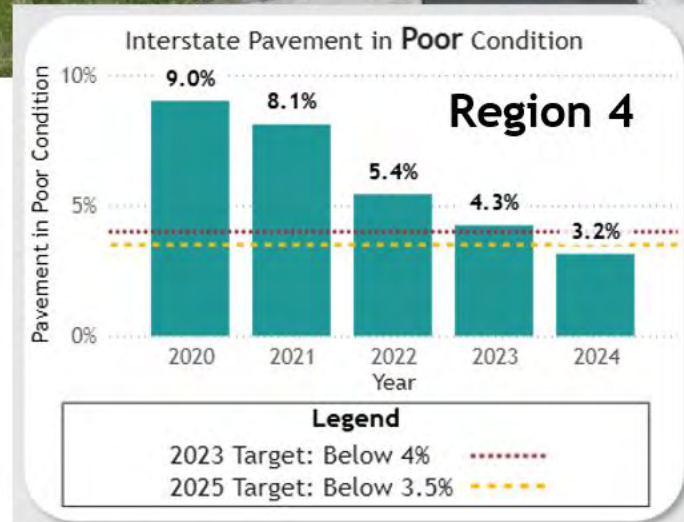
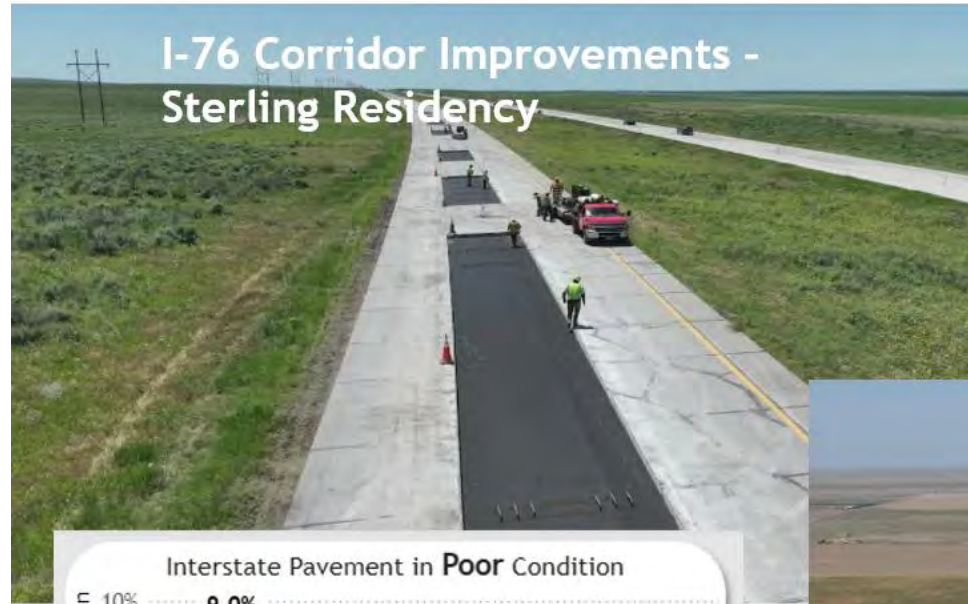
US 24 Bethune looking West



Structure G-28-N on I-70

- Rural Roads over I-70 Pkg 1
- I-70 Bethune to Burlington*
- I-76 & Bijou Creek Bridge
- I-76 Corridor Improvements*
- I-76 & Lost Creek Bridge

* 10 Year Plan Project





COLORADO

Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee (STAC).

From: Darius Pakbaz and Lenore Bates.

Date: August 6, 2026.

Subject: Colorado Scenic and Historic Byways.

Purpose

Information only updates on the Colorado Scenic and Historic Byways program.

Action

No action required.

Background

Program Overview: Established in 1989 by Executive Order (Gov. Romer) and managed by Lenore Bates, the program encompasses 26 state routes recognized for one or more exceptional scenic, historic, recreational, cultural, archaeological, or natural intrinsic qualities.

Economic Impact: Byway tourism is a vital economic driver for rural communities as well as for our great state, contributing \$4.92 billion annually (2014/2019 data) fueled primarily by the attraction to Colorado's natural beauty.

Management and Protection: Current efforts focus on elevating these routes as state assets through a Statewide Strategic Plan, 26 corridor management plans, and newly developed design guidelines to ensure system-wide functionality.

Promotions: To harness the momentum of the upcoming Colorado 150 and America 250 anniversaries, the program is rolling out robust promotional campaigns. Several of these initiatives include strategic partnerships, traveling photo exhibits, the TravelStorys App and itineraries, and media coverage including two articles in *Travel + Leisure* this past June.

Next Steps

Not applicable.

Attachments

[Attach PDF].



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC) Colorado Scenic and Historic Byways August 6, 2026



Colorado Byways - Agenda

- Byways 101
- Economic Impacts
- Protection
- Agency Updates
- Promotion
- Partners





Colorado Byways - Trivia!!



- **How many designated Scenic and Historic Byways are there in Colorado?**
- **How many nationally designated Scenic Byways are there in Colorado?**
- **Which state has the most National Scenic Byways and/or All-American Roads in the United States?**
- **How many federally designated Byways, BLM Backcountry and National Forest, are in Colorado?**
- **Where is the best place to find information on Colorado's Scenic and Historic Byways?**





Colorado Byways - 101



- Established in March 1989 by an Executive Order signed by Governor Roy Romer.
- Created a Colorado Scenic and Historic Byways Commission - 15 Members.
- Consists of roads that exhibit exceptional values to benefit recreation and tourism.
- Integrates the USFS National Forest Scenic Byways.
- Approved the first five byways on September 22, 1989 including: San Juan Skyway, Peak to Peak, Highway of Legends, Gold Belt Tour, and Alpine Loop
- [Colorado Scenic and Historic Byways Program Website](#)



America's Byways® - 101



- Federal Program Established under 23 USC 162, in 1991 ISTEA act.
- The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration.
- A grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.
- The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities.
- [National Scenic Byways Program Website](#)



Economic Impacts

- Benefit local communities and the overall state economy.
- Google Analytics:
 - #1 Attractions;
 - #2 Scenic Drives Near Me
- Tourism Spending in Colorado (2022): \$27.7 Billion
- Economic Impacts of the Byways (2014-2019)
 - Direct Impacts: \$2.64 Billion
 - Indirect Impacts: \$2.28 Billion
- Total Economic Impact: (2014-2019) \$4.92 Billion

VISITORS

In 2022, 68% of out-of-town visitors came to Colorado in their own car or truck.**



"Interest in sightseeing

was second on the list of specific draws among **Colorado visitors in 2022**

followed closely by an interest in cultural activities and attractions."**

\$27.7 BILLION

Total spending by domestic visitors to Colorado *

** Statistics from: Longwoods International, Colorado Travel Year 2022 Report

* Dean Runyan, Colorado Travel Impacts 2022



Colorado Scenic Byways Economic data analysis report 2016



Economic Impacts

- 53% (Day) and 55% (Overnight) Traveled on Byways (2024)
- Top 10
 - Colorado River Headwaters
 - San Juan Skyway
 - Flat Tops Trail
 - Alpine Loop
 - Grand Mesa
 - Dinosaur Diamond
 - Trail of the Ancients
 - Unaweep Tabeguache
 - Tracks Across Borders
 - Top of the Rockies



COLORADO
TOURISM OFFICE



Longwoods
INTERNATIONAL

Colorado Scenic &
Historic Byways





Economic Impacts

- Overnight
 - Primary Reason - 29% Beauty, 24% Direct Route, 21% Learn about CO
 - Participation - 35% Scenic pullouts, 32% Services (food, gas, retail), 27% Driving, 21% Hiked
 - Vehicle - 61% Gas, 14% Hybrid, 11% Diesel, 9% EV, 5% Motorcycle
- Day
 - Primary Reason - 39% Beauty, 22% Learn about CO
 - Participation - 35% Scenic pullouts, 32% Driving, 29% Services (food, gas, retail), 25% Hiked
 - Vehicle - 62% Gas, 13% Hybrid, 10% EV, 10% Diesel, 4% Motorcycle

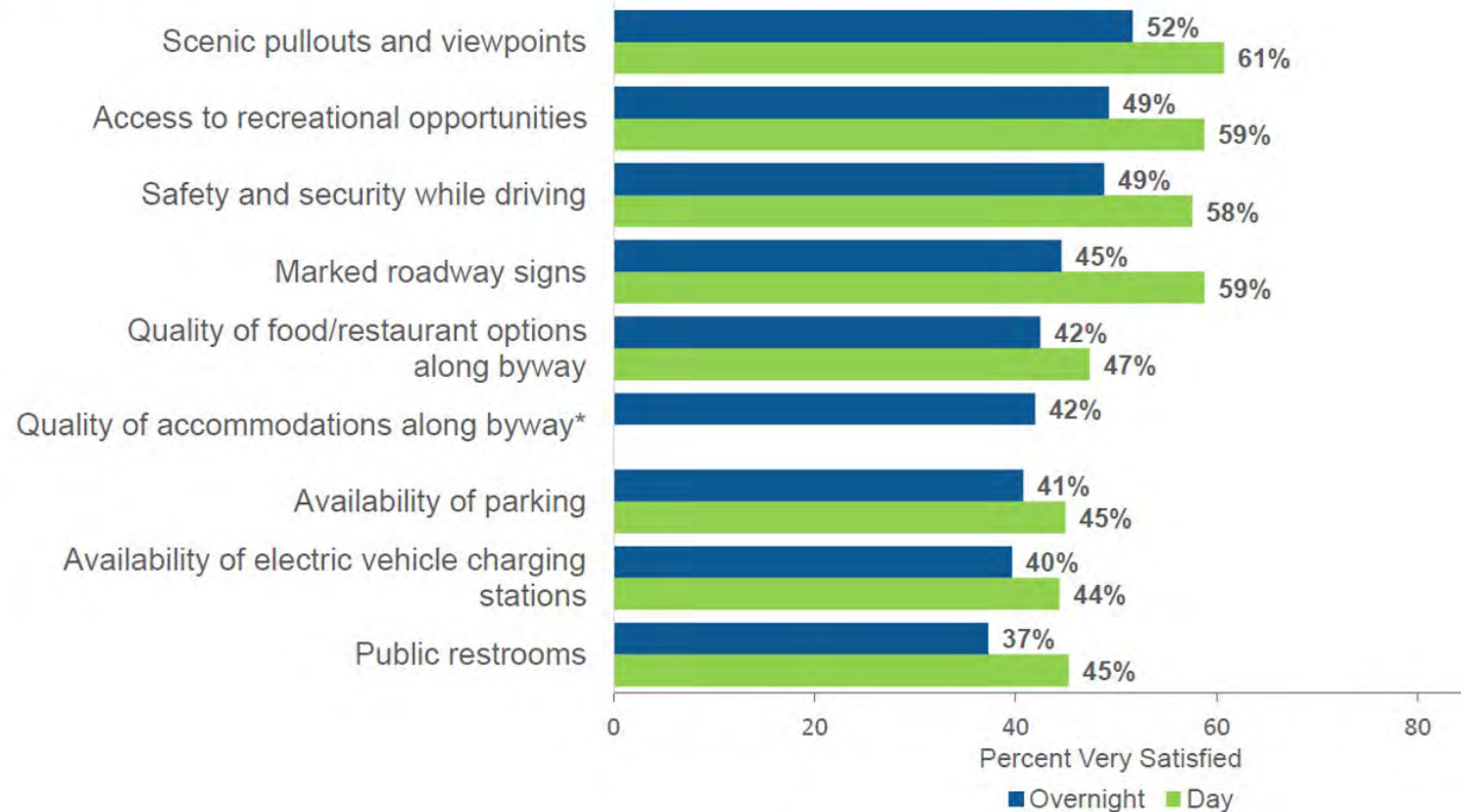




Economic Impacts

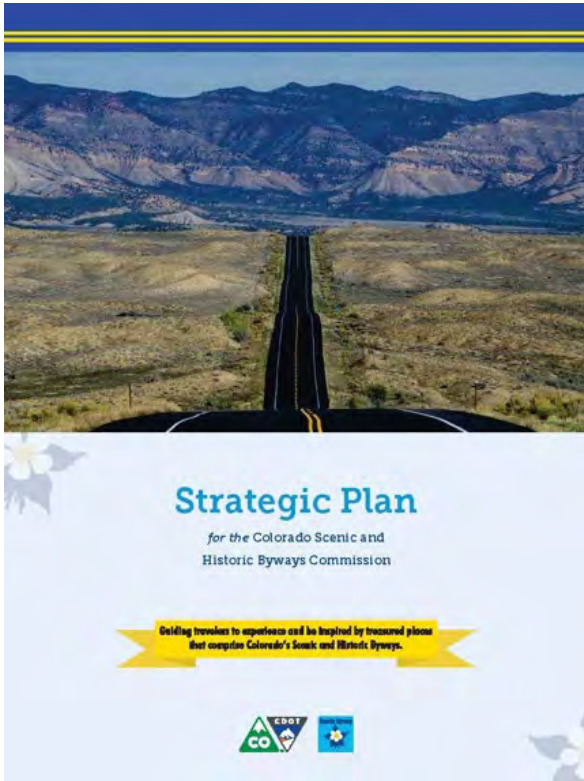
Colorado Scenic & Historic Byways - Satisfaction

Thinking about any scenic or historic byways you traveled on, please indicate how satisfied with you were with the following:
Percent Very Satisfied





Protection



Strategic Plan for the Colorado Scenic and Historic Byways Commission

1. Maintain a state byways system that is second to none.
2. Elevate the Colorado Byways system to become an important state asset for economic development and livability.
3. Ensure that each local byway is a fully functioning part of an excellent statewide system.





Protection



Colorado Byways Design Guidelines

- Introduction - When to Use These Guidelines
- Working and Planning within the Byway Corridor
- Design Considerations
- Appropriate Treatments
- Compatible Enhancements





Protection

- Planning
- Corridor Management Plans
- 10 Year Updates
- Federal Requirements
- Organization
- Conservation
- Succession Planning
- Maintenance
- Local Resource



Colorado River Headwaters National Scenic & Historic Byway

Corridor Management Plan
and
Business Plan





Agency Updates



- 20 Colorado Electric Byways
 - Pending DCFC Plazas Naturita, Unaweep Tabeguache
 - CDOT, CEO, OEDIT/CTO
- I-70 Geological-Hogback Trail Rehabilitation Project (Lariat Loop)
 - Enhance Visitor Experience, Safety, Preserve Historic Pylons
- Press and Tourism
 - Gazette Telegraph (Gold Belt)
 - Westword (June)
 - Travel + Leisure (2 articles in June)
 - Colorado Digital Passports – Scenic Rides (July)



Colorado 150 | America 250

- Colorado Byways CO150 Proclamation May 2025
- Colorado-Hokkaido Sister Byways
- Colorado's Great American Road Trip Campaign
- HeidiTown Road Trip
- American Road Magazine
- Veteran's Life Magazine
- Colorado Byways Traveling Photo Exhibit
- TravelStorys Audio Tours
- Outreach and Partners





Promotion



Colorado-Hokkaido Sister Byways

- June 16, 2025 - MOU & 20th Anniversary in Sapporo, Japan
- July 21, 2025 - Celebration & Proclamation in Golden (Lariat Loop)
- Regular Meetings





Promotion

HOME TRAVEL CO BYWAYS FESTIVALS ▾ ABOUT ADVERTISE

CO Byways

May 27, 2026 Colorado Scenic & Historic Byway

Birding Festivals & Wildlife Celebrations Along Colorado Byways

May 25, 2026 Colorado Scenic & Historic Byway

South Platte River Trail Scenic & Historic Byway Itinerary

HeidiTown.com
February 12 · 🌐

NEW POST: I hope my CO150 Byway Project inspires you to explore one of our [Colorado Scenic and Historic Byways](#) this year.

"The CO150 Byway Project: Colorado Scenic & Historic Byways"

Here is a detailed explanation of this exciting new project!

Read it: <https://www.heiditown.com/.../the-co150-byway-project.../> ✓

#ClassicColoradoRoadTrip #COBywayProject #CO150





Promotion



American Road Magazine

- 4 full page ads and advertorial in each issue
- Virtual Visitor Guide
- Dedicated Podcast
- Digital Bundle
- Itineraries
- 623 clicks to Byway Visitor Guide



Promotion

Veterans Life Magazine

- ¼ Page Magazine Ads
- Features different photos NE, SE, SW, NW
- Colorado stories, looking for local veteran stories





Promotion



Colorado Byways Traveling Photo Exhibit

- DIA, State Capitol, History Colorado, State Fair
- Traveling across the state
- Durango Welcome Center
 - July 5 to August 3, 2026
 - San Juan Skyway
 - Tracks Across Borders
- Next Creative Districts Partnership



Promotion



The Trusted Platform to Build, Share,
& Explore Mobile Audio Tours

Download



Silver Thread Scenic Byway

Rugged Peaks, Rivers & Silver Towns

📍 COLORADO, USA



TravelStorys App

- Collegiate Peaks
- Grand Mesa
- Guanella Pass
- Mount Blue Sky
- Pawnee Pioneer Trails
- Santa Fe Trail
- Silver Thread
- South Platte River Trail
- Top of the Rockies
- West Elk Loop





Promotion



CDOT Colorado Byways

- Brochure (print & virtual)
- Byways Map
- Byways Rack Card
- Bookmarks
- Stickers
- Conference Outreach





Partners

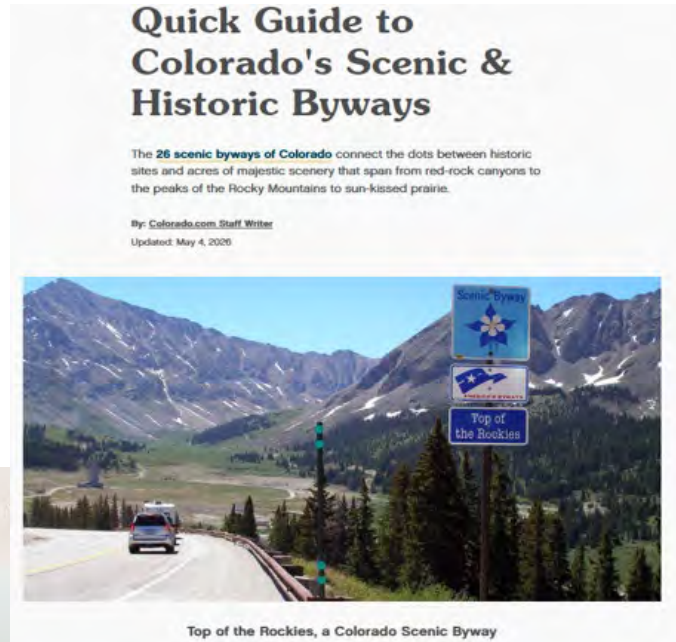


- Showcase Winners
- May - West Elk Loop
- October - Los Caminos Antiguos
- National Conference Oct 6-8, Great River Road
- National Scenic Byway Day - September 22*
- TravelByways.com





Partners



- Colorado Tourism Office
 - ColoradoByways.com
- Tour Colorado
 - Motorcoach
 - Group Travel
 - Association (ABA)
 - National Tour Association (NTA)



Thank You!



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