



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **in-person**

February 5, 2026, from 8:30 AM to 12:00 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
8:35 - 8:40	Approval of the January 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 - 10:25	10-Year Plan Development Update - Regions 1, 2, and 4 (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development, Jessica Myklebust, Region 1 Director, Heather Paddock, Region 4 Director, Shane Ferguson, Region 2 Director
10:25 - 11:15	PD 1601 (Interchange Approval Process) (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development
11:15 - 11:30	Transportation Alternatives Program (TAP) Update (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development
11:30 - 11:45	SB25-30 Increase Transportation Choice to Reduce Emissions Inventory (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development
11:45 - 12:00	Other Items <ul style="list-style-type: none">CDOT Traffic Safety Grant Information	Gary Beedy, STAC Chair

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

↑ NORTH

Parking @ CDOT

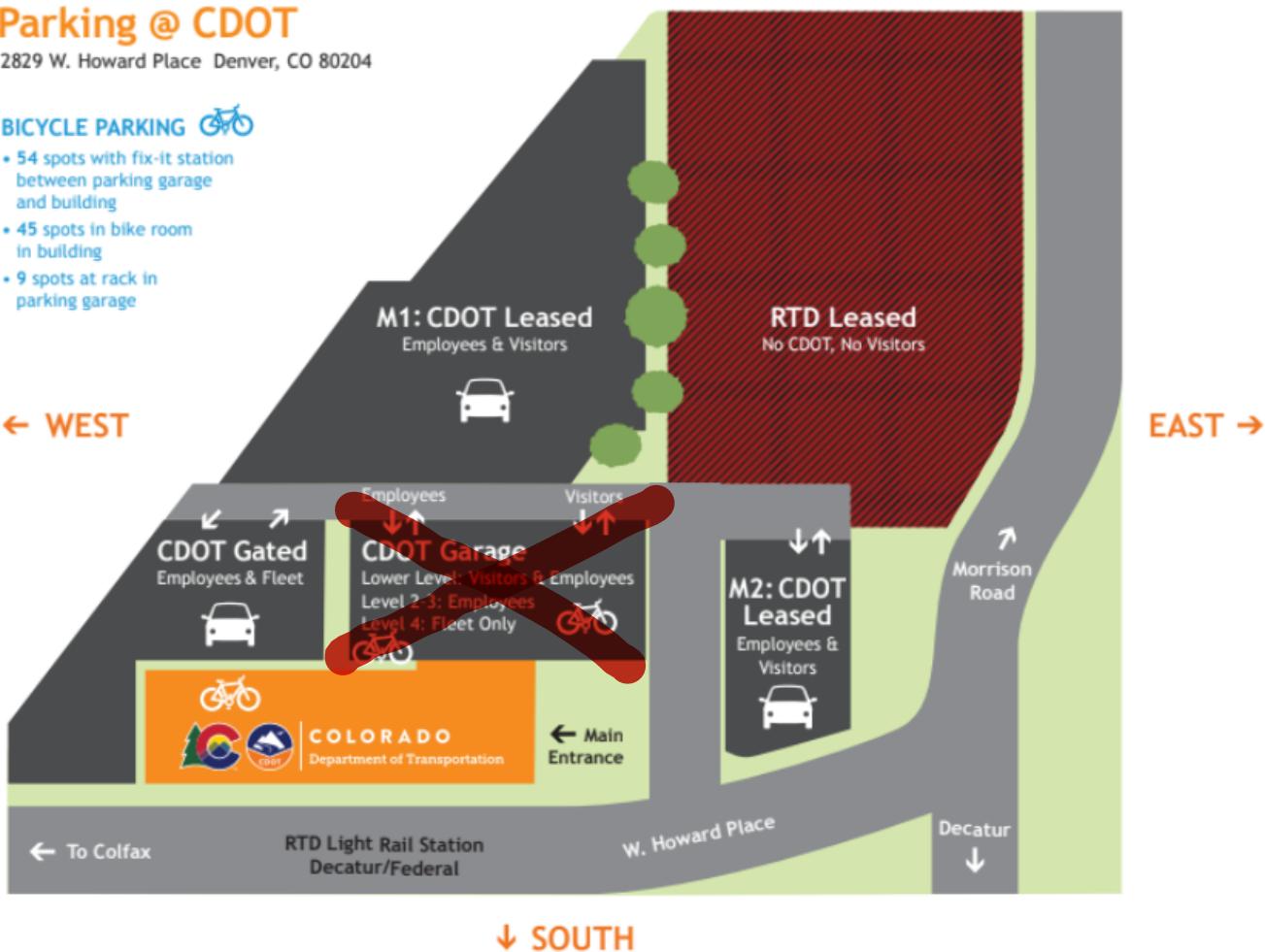
2829 W. Howard Place Denver, CO 80204

BICYCLE PARKING

- 54 spots with fix-it station between parking garage and building
- 45 spots in bike room in building
- 9 spots at rack in parking garage

← WEST

EAST →



Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: January 8, 2026, 8:30 -11:30 am

Attendance:

Central Front Range: Dwayne McFall

Eastern: Gary Beedy

Denver Area: Jacob Riger

Grand Valley: Dana Brosig and Rachel Peterson

Gunnison Valley: Sue Hansen and Michelle Nauer

Intermountain: Brian Pettet

North Front Range: Liz Heid and Kristin Stephens

Northwest: Brian Cerkvenik

Pikes Peak Area: John Liosatos

Pueblo Area: Wendy Pettit and Eva Cosyleon

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: Shak Powers and Sarah Hill

Upper Front Range: Tim Malone

Southern Ute: Mandy Brown

Ute Mountain Ute: Brendon Adams

Federal Highway Administration: Aaron Bustow

Federal Transit Administration: Emma Belmont

Welcome and Introductions - Gary Beedy, STAC Chair

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

Approval of the November 2025 STAC Meeting Minutes

Action: A motion to approve the December minutes was made by Brian Pettet and Seconded by Vern Heersink to unanimously pass the November STAC Meeting minutes .

Public Comment

- None

Transportation Commission (TC) Report (Chair Gary Beedy and Herman Stockinger)

- The TC November 2025 meeting included topics covering Asset Management; Bridge & Tunnel Enterprise re: Bridge Deck work to slow bridge deterioration; and Rural Road Funding Program Redistribution.
- The December TC meeting included: a first-ever Joint Meeting with the Clean Transportation Enterprise; a Joint Service Rail (Denver to Ft. Collins) project update; a Budget Workshop (including rollover of funds from the CDOT Office of Innovative Mobility [OIM] to Front Range Passenger Rail Commission [FRPR]); Construction Manager General Contractor (CMGC) alternative delivery for US 50 in Region 2; an Audit Review Committee meeting regarding Capital Assets and Maintenance Store Room Inventory.

TPR Representatives and Federal Partners Reports

- Central Front Range: Nothing to report.
- Grand Valley MPO: A Transportation Finance Study is underway to see if the community would be interested in a ballot initiative to increase transportation funding. Grand Valley Transit celebrated its 25th Anniversary with a Polar Express event. In December they attended the US 6 ribbon cutting at Clifton. the I-70B through Grand Junction downtown project is complete. Yesterday (January 7th) a safety task force meeting took place with a new safety program manager.
- Denver Regional Council of Governments: The MPO adopted their Comprehensive Climate Action Plan and a 2029-2032 Transportation Improvement Plan (TIP), rather than a 2028-2031 TIP. The board received an informational briefing on candidate projects submitted as part of their 2050 Regional Transportation Plan update. The board also received an informational briefing on state-required regional plan elements, specifically the requirement to have a water element and a strategic growth element, which will eventually be part of their MetroVision plan. The December 17th meeting was cancelled due to the high winds. The MPO Board met last night (January 7th) and will have a regular board meeting on January 21st.
- Gunnison Valley TPR: The TPR celebrated Vince Rogalski's retirement. The TPR voted final approval of the state plans at the last meeting. The next meeting has not been scheduled yet. The TPR is also finalizing the broadband connection between Grand Junction and Denver and thanked CDOT for its support and involvement in that project.
- Intermountain TPR: Nothing to report.
- North Front Range MPO: Kristin Stephens was elected Chair during the December 4th meeting. Liz Heid was elected as Vice Chair and Johnny Olson will serve as the past Chair. The Planning Council received a presentation from the state demographer, Kate Watkins, on projections and trends for the North Front Range MPO area. Additionally, the MPO approved the air quality conformity determination on the 2050 RTP amendment, approved their executive director policies, approved a functional classification change request to Weld County Road 38, and adopted the 2025

Coordinated Human Services Transportation Plan. Additionally, the MPO opened the TMO call for projects, approved 2025 Quarter 1 and Quarter 2 unaudited financials, and have reappointed Tricia Canonico and Jon Mallo as their North Front Range MPO representatives on the Front Range Passenger Rail District Board.

- Northwest TPR: The last TPR meeting reelected Brian Cerkvenic as Chair and Jennifer O'Hearn as Vice Chair and moved to 2-year terms. The TPR approved Multimodal Transportation and Mitigation Options Fund (MMOF) funding for the City of Craig for \$150,000 for a rail station area plan and are excited for the passenger rail work. Their next meeting is on January 15th.
- Pikes Peak Area Council of Governments: The MPO is working on the TIP, the freight plan, and the Certified Safety Action Plan and would like to thank CDOT Region 2 for their participation and assistance.
- Pueblo Area Council of Governments: The MPO is opening public comments for their 2050 Long Range Transportation Plan. The MPO also hosted a peer exchange workshop for Complete Streets and worked with FHWA in their transportation planning capacity building. Peers from Las Cruces and Tucson talked about their Complete Streets policies. Additionally, Pueblo Transit received \$15.6 million from the FTA low or no emission program. Lastly, in February the Medal of Honor Boulevard will be opening to the public.
- San Luis Valley TPR: The TPR met on November 13th and approved their 2050 Regional Transportation Plan and Regional Transit Plan.
- South Central TPR: Their last meeting was October 23rd and they approved MMOF funding for the City of Trinidad for \$84,634 for the Santa Fe Trail Multi-Use Path, and then also \$206,000 for a transit storage facility in Huerfano County. The next TPR meeting is January 29th in Walsenburg.
- Southeast TPR: At the last meeting, the TPR voted to approve 2050 Plans and since then the scoring committee has reviewed MMOF projects. At the next TPR meeting scheduled for January 28th, there will be a vote to award the MMOF projects.
- Southern Ute: Nothing to report.
- Southwest TPR: The TPR approved the Regional Transit Plan in December and put out a call for volunteers to sit on the TAP scoring committee. The TPR is considering moving meetings to quarterly while not in heavy planning years.
- Upper Front Range TPR: The last mast meeting was on December 4th and Tim Malone was elected the new Chair. The next meeting is March 5th.
- Ute Mountain Ute: Have been working on a Broadband project with CDOT and expressed appreciation for the support. There was a meeting yesterday with an engineer about their Road Safety Plan which is almost completed.
- Eastern TPR: During the December meeting, the TPR approved the 2050 Transit Plan. Additionally, there was a discussion on freight corridors and oversized, overweight loads and lack of shoulders. MMOF grants were awarded to Akron and there were discussions on how to improve the process for MMOF funding requests.
- FHWA: Nothing to report.
- FTA: Nothing to report.

Transit and Rail Advisory Committee Report (Ann Rajewski, Colorado Association of Transit Agencies (CASTA) Executive Director)

- The last TRAC meeting was December 4th. Each branch of CDOT had a couple questions for discussion, which led to the receipt of valuable input at this meeting. The next TRAC meeting is scheduled for January 22, 2026 at 1:30 - 3:00 pm. For more details on the TRAC, please go to: [CDOT TRAC Webpage](#).

Legislative Updates (Emily Haddaway and Jamie Grim)

- The Colorado State Legislative session starts January 14, 2026.
- “Very positive” Joint Budget Committee (JBC) hearing, with most questions focusing on Aviation, the Colorado Transportation Investment Office (CTIO), and the 10-Year Plan.
- Next Steps on the Budget include the Joint Budget Committee (JBC) analysis & recommendations, MMOF authority, etc.
- CDOT is working on bills for statutory text cleanups and on other bills for cleanup text on Traffic Safety, other topics covered so far are Automated Speed Enforcement, and a new Transit Equity bill.
- Keeping eyes open for bills that might impact CDOT.
- The JBC SMART Act Hearing is January 20, 2026 when CDOT will present on its Wildly Important Goals (WIGs).
- The Senate Transportation Committee membership is still to be determined (TBD), with the loss of Senator Winter.
- What is known is Sen. Ball, Sen. Linstedt, and maybe Sen. Baisley to serve, with Sen. Cutter to serve as chair. For the House of Representatives, a new appointee is Lori Goldstein with more to be determined soon for the other vacancy.
- Weekly writeups (regarding bill updates) are coming soon.
- A Google Form is provided in the in STAC packet for submission of legislative questions, the TPRs will be sent this link also.
- A transit equity bill is still proceeding but Bustang was taken out of the latest version. Per Ann Rajewski, CASTA Executive Director, transit agencies statewide are concerned about fiscal impacts associated with this bill.
- Katherine Burkard is filling in for Jamie Grim.
- The federal appropriations process now has a January 30th deadline to avoid another shutdown.
- 2026 Re-Authorization negotiations start in early March.

10-Year Plan Development Update - Regions 3 (Mark Rogers) and 5 (Julie Constan)

- Darius discussed the CDOT 2027-36 10-Year Plan Timeline, including the Greenhouse Gas (GHG) Analysis & Report.

- Region 3 Planning Manager Mark Rogers and Region 5 Transportation Director, Julie Constan, highlighted key projects in the 10-Year Plan for their respective regions. See the [STAC January 2026 Packet](#) for more details
- Darius further showed how Western Slope (Regions 3 and 5) projects fit into CDOT's PD14 goals: Fix Our Roads, Advance Transportation Safety, and Sustainably Increase Transportation Choice.
- Next Steps include TC Workshops, Public Comment, and TC approval as early as March 2026.

Letter to the JBC on MMOF Funding to Local Governments from STAC (Brian Pettet)

- STAC members, with the leadership of Brian Pettet, drafted a letter to the JBC encouraging continued support for the Multimodal Transportation Mitigation Options Fund (MMOF) through the State General Fund, which STAC members consider to be very important.

Action: STAC unanimously approved sending this letter to the JBC.

MMOF and RMS Funding Deadlines (Jeff Sudmeier and Darius Pakbaz)

- Each program has been funded through the American Rescue Plan Act (ARPA, via SB21-260), HB24-1466, and other state sources. All ARPA funding was put under contract by December 31, 2024. This funding must all be expended by December 11, 2026, to prevent having it returned to the U.S. Treasury.
- HB24-1466 refinance funds expire on December 31, 2026, or else they're returned to the State General Fund. There is currently \$84M unexpended on 76 projects; deadlines are fixed and inflexible, with no extension opportunities and very few funding swap opportunities to extend these deadlines.

Truck Chain Station Overview (Craig Hurst)

- SB24-100 ordered this study to identify current stations, potential new station locations, and station standards.
- Colorado has more chain stations than the rest of the USA combined, and most are in Regions 3 and 5.
- There have been an average of 228 Chain Law Activations per year statewide.
- There are no national chain station standards for (e.g.) weather (always), power (especially in the more-remote areas), communications (especially to de-activations), Right of Way and Environmental issues (esp around mountain passes), Operational (illegal parking, required breaks, stuck trucks, etc.), and other challenges.
- Proactive (safety) closures are on average 54 minutes shorter than reactive (incident) closures.
- I-70 closures “cost” \$115k/hour, while proactive closures can save > \$100k.

- Stakeholders noted additional needs along US 285 corridor, at I-70 near Copper Mountain, and around Berthoud Pass.
- Colorado Freight Plan expects tonnage to grow 29% - and value to grow 50%+ - by 2040.
- Technology can now send weather warnings to truckers before they even enter Colorado.
- CDOT presented Short- (Standards & Education), Mid- (Utilities & Mitigation), and Long-Term (Strategy) recommendations.

CDOT Live Camera Update (Bob Fifer)

- A third-party contract with LiveView Technologies ended on July 20, 2025, turning off over 40 cameras statewide.
- CDOT's Intelligent Transportation Systems (ITS) deployed temporary cameras, and is now working to establish a state-owned network. This could take up to two years, but it would restore critical coverage, achieve long-term cost savings, and build system resilience.

Other Business

- The next STAC meeting is scheduled for Thursday, February 5, 2026, 8:30 am. This meeting will be in-person, but a virtual option will still be available.

Transportation Commission Meetings

January 14-15, 2026

Transportation Commission Workshop (TC) Notes

January 14, 2025 - 12:30 PM - 5:00 PM Workshops

12:30 - 5:00 Attendance:

Ten 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, and Hannah Parsons. Commissioner Todd Masters was excused.

Federal Boulevard BRT Request for Alternate Delivery- Construction Manager/General Contractor (CMGC) - Jessica Myklebust and Ryan Noles

[January TC Packet](#) (Pages 5-33)

Purpose and Action: To request the TC to approve via resolution an alternative form of delivery - Construction Manager/General Contractor (CMGC) for the Federal Boulevard Bus Rapid Transit (BRT) Project.

A project overview was provided to explain the project details. The location is an 18-mile corridor along Federal Boulevard from Dartmouth Avenue to 120th Avenue. The project will include:

- Bus Rapid Transit Stations with elevated platforms
- Sidewalks, curb ramps, roadway reconstruction
- Signal work/construction, utility relocation, bus lane striping and signing
- Cost of \$318M including utility relocation, bus lane striping and signing

Discussion

- The Commissioners had no substantial issues with this request for use of CMGC for the Federal Boulevard BRT project.

Joint Workshop with CTIO 10-Year Plan Workshop - Darius Pakbaz, Jessica Myklebust, Shane Ferguson, and Heather Paddock

Purpose and Action: Staff is continuing the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 1, 2 and 4 project lists were featured at this workshop, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Front Range. No action was requested as this was a discussion item only.

Introduction: Director Shoshana Lew

Director Lew wanted to note that while many of the smaller 10-Year Plan projects have been completed, the larger project will continue in the new plan and has been in design for many years. Much of the environmental clearance and design work occurs concurrently in order for projects to advance. She also wanted to note that she has full faith in the project managers for these projects.

Preface: Darius Pakbaz

Workshop Meeting Attachments included:

- Status Report View of 10-Year Plan-Public view of all the proposed projects from Regions 1, 2 and 4, similar to the current quarterly/annual 10-Year Plan report.
- Project Fact Sheets-The fact sheets describe each proposed project in more detail, providing additional context on the proposed investment and scope. This information goes beyond the details included in the status report view of proposed projects.
- Definitions Attachment-Defining each project type and project element as shown in the project fact sheets.

Region 1 10-Year Plan- Jessica Myklebust, CDOT Region 1 Regional Transportation Director

For more details on Region 1 10-Year Plan Projects see the [January TC Packet](#) (Pages 42-55)

Discussion:

- Commissioner Ridder asked, "What was the rationale behind the decision that allows for none of the road construction funds to be used for I-25 10-Year Plan Projects unless Bustang Maintenance and Operations are funded."
 - **Response (Director Lew) :** From the administration's (Governor Polis) perspective, Bustang needs to be funded to fully lend the administration's support to other (non- bustang) projects along the I-25

corridor. As well, Bustang expansion funds were created by Senate Bill 180, which only provided a funding source for several years and now is expiring in the coming years.

- Commissioner Gutierrez asked, “ How much funding is needed to fund Bustang for the coming years.”
 - **Response (Director Lew) :** The funding needed to sustain Bustang at its current level is around 30-40 Million on a yearly basis.
- Commissioner Gutierrez asked, “ How immediate is the need for new funding?”
 - **Response (Jeff Sudmeier) :** CDOT may be able to fill a smaller funding gap in fiscal year 2027 for Bustang, but will face a full funding gap in fiscal year 2028.
- Commissioner Maracano asked CDOT for the ability to have a discussion or study session on a long term and vision for Bustang.
- Commissioner Jones asked, “ what percentage of ridership could we capture if CDOT deployed a Bus Rapid Transit Model (a significant increase in service) on popular Bustang routes (South, North, and West). The example she gave was the Flatirons Flyer.
 - Paul DesRocher followed up that Senate Bill 180 expanded the South and North lines twofold and tripled the west line trips. He also stated that CDOT could look at the difference in cost of different levels of service.
 - Director Lew added that they could look at the the uptick in LOS after the Flatiron Flyer routes on US36 got cut.
 - Commissioner Jones wanted to add a request to look at the relationship between the completion of the mobility hubs and ridership numbers.
- Gina Sacripanti, CTIO Board Member, stated that without looking at the financials she would like to lend her support to the initiatives that fund and expand both Bustang and managed lanes (Express Lanes.)
- Nellie Moran (Vice-Chair CTIO Board) wanted to echo director Sacripanti's thoughts and wanted to continue supporting efforts that are within Colorado's broader vision, which moves people around the state more sustainably.
- Commissioner Hart was supportive of CTIO using its funds to fund both Bustang and transit as a whole.
- Commission Chair, Cook, stated that she supports transit and sees the managed lanes and not only a justification for lane expansion but as a critical element to Colorado's multimodal transportation system.
- Commissioner Gutierrez, CTIO Board Chair, stated that he is a big supporter of Bustang, but wanted to note that his support of Bustang hinges on the I-25 segments being funded and completed.
- Commissioner Hart wanted to note that he felt as Bustang and other regional bus services expand, there will be more demand in Passenger Rail.

Region 4 10-Year Plan- Heather Paddock, CDOT Region 4 Regional Transportation Director

For more details on the Region 4 10-Year Plan projects see the [January TC Packet](#) (Pages 56-66)

Discussion:

- Commissioner Gutierrez wanted to note that I-25 segment construction cost has gone up substantially over the years from \$73 million to \$349 million today.
- Commissioner Jones asked if Heather Paddock, Region 4 Regional Transportation Director, could explain the crash reduction of 45% on I-25 Segments 6,7, and 8.
 - **Response (Heather Paddock):** Before the renovation of these segments, the vertical and horizontal geometry was out of standard. (Drivers were going 75 mph on a highway that was designed for 55 mph). Work was done on both the inside and outside shoulder widths to improve safety.
- Commissioner Bowman asked if Heather could delve a little deeper into the 8% in GHG emissions in the existing segments with express lanes.
 - **Response (Piper Darlington):** SB 184 required CTIO to take measurements on GHG emissions in all of express lanes that CTIO manages, so the 8% figure is across Colorado's express lanes in peak morning and evening hours.
- Heather Paddock wanted to add that the I-25 North projects have added elements of safety outside of the highway bounds. Examples included reconstructing exits, sidewalks, bike lanes, and trails.

Region 2 10- Year Plan - Shane Furgeson, CDOT Region 2 Regional Transportation Director

For more details on the Region 2 10-Year Plan projects, see the [January TC Packet](#) (Pages 66-77)

Discussion:

- Commissioner questions regarding Region 2 10-Year Plan projects were sufficiently addressed.
- Commissioners overall expressed gratitude for all the good work done by Regional Transportation Directors and their staff on the 10-Year Plan.

Project Categories and Description - Darius Pakbaz, CDOT Division of Transportation Development (DTD) Director

For more details on the 10-Year Plan Project Categories and more details on the 10-Year Plan's development and implementation, please see [January TC Packet](#) (Pages 78-115).

Discussion:

- TC members expressed appreciation to Darius and CDOT staff for their work on development of the 10-Year Plan.

Budget Workshop

Refunding Certificates of Participation for HQ Building, 2026 Update - Jeff Sudmeier

Purpose and Action: Inform Colorado Department of Transportation ("CDOT", or the "Department") Transportation Commission ("TC") on the prospective Refunding Certificates of Participation (COPs), Series 2026 ("Series 2026 COPs") issuance ahead of an approval request at the February TC meeting. No approval action is being requested this month.

For more information regarding the Refunding of COPs and the potential cost savings to CDOT please see the [January TC Packet](#) (Pages 139-148)

Discussion:

- No substantial questions or concerns were raised by the TC members.

FY 2026-27 Annual Budget Update- Jeff Sudmeier and Bethany Nicholas

Purpose and Action: To provide an update on items related to the FY 2026-27 Annual Budget. No action is required at this time.

For details on the FY 2026-2027 Annual Budget Update please see the [January TC Packet](#) (Pages 113-135)

Discussion

- Commissioner Gutierrez felt that the public facing budget caused some confusion among citizens on how citizen money from certain funding sources is able to be spent.
- Commissioner Cook noted that she would like to see how much of the state transportation revenues go into the state highway fund.

- Jeff Sudmeier, CDOT Chief Financial Officer, noted that he and the Division of Accounting and Finance (DAF) would get back to these questions at a later meeting.

CDOT GHG Transportation Report - Darius Pakbaz, Chris Laplante, and Erik Sabina

Purpose and Action: CDOT's FY 2027-2036 10-Year Plan must demonstrate compliance with the GHG reduction levels in 2 CCR 601-22, the GHG Transportation Planning Standard ("the Standard"). This workshop provided an overview of the compliance strategies outlined for CDOT to meet the required GHG emissions reduction levels. The acceptance by resolution of CDOT's GHG Transportation Report by the TC will be requested at the February 2026 Transportation Commission meeting.

For details on the overview of the CDOT Greenhouse Gas (GHG) Report please see the [January TC Packet](#) (Pages 149-166). The draft CDOT GHG Report is available on page 167 of the meeting packet.

Discussion

- Commissioner Jones asked if the 2040 compliance modeling included the completion and implementation of revenue service for Mountain Rail and Front Range Passenger Rail.
 - **Response (Darius Pakbaz):** The modeling only applies to non-MPO areas so only Mountain Rail is included in the modeling.
- Commissioner Jones followed up with how changes with federal environmental policy would affect the model.
 - **Response (Darius Pakbaz & Erik Sabina):** Darius noted that the model is done with the most up to date information that is available. Erik notes that soon they will have data included from a new statewide travel survey that will highlight new transportation trends that didn't necessarily exist when the previous survey was done.
- Commissioner Jones also wanted to know what projected land use changes in non-MPO areas were expected.
 - **Response (Chris Laplante)** He was hopeful that non-MPO areas would opt-in to create transit oriented development (TOD) opportunities that align with MPO areas requirements.
- Commissioner Cook wanted to piggyback on that question and asked if CDOT could track land use developments in non-MPO areas.

- **Response (Chris Laplante):** Chirs stated that CDOT reached out to the 45 biggest municipalities outside of MPO areas. This task and communication has proved difficult and is hopeful that future legislation will include some sort of land use reporting requirement. These changes will advance the ability to understand land use changes
- Commissioner Marcano asked if any outreach has been done to the commercial development community to create incentives for sustainable growth
 - **Response (Darius Pakbaz):** Darius said they hadn't reached out but that something that CDOT could do.

Adjournment

The TC Board Meeting was adjourned at approximately 4:47pm.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, February 18-19, 2026.

Transportation Commission (TC) Board Meeting

Thursday, January 15, 2025 - 8:30 AM

Call to Order, Roll Call

Ten 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, and Hannah Parsons. Commissioner Todd Masters was excused.

Executive Director's Report - Shoshana Lew

- CDOT is completing the public hearing process on the I-270 project with three in-person and two virtual webinars. Director Lew attended the final in-person hearing this week and commended the team for a great job.
- Speed enforcement fines are beginning this week for the construction zone on CO 119. Violators will now be fined for traveling 10 miles or more over the speed limit.
- On December 17th and 19th there were severe wind events. A large part of the Front Range lost power, including traffic lights and technology in those areas. Director Lew commended Bob Fifer for doing a remarkable job of coordinating responses.
- The Greenland Wildlife Overpass opened this past month and has received positive national attention.
- Maintenance forces are working on winter maintenance. The snow season has been calmer than usual, but February and March are often more intense.
- The Legislative session beginning yesterday (January 14th) will kick off important conversations.

Legislative Report - Emily Haddaway

- The Legislative session kicked off yesterday (January 14th).
- CDOT is now in the phase of drafting a few bills. One bill is the statutory clean up bill that was presented to the Transportation Legislation Review Committee (TLRC) over the summer that CDOT is working with Amy Paschal from Colorado Springs on. CDOT is also working with Representative Lesley Smith on our abandoned vehicles in the right-of-way adjustment. These bills should be introduced in the coming months.
- CDOT is reporting to the Joint Committee of Transportation on Tuesday as part of the Smart Act hearing. All state agencies are required to present yearly on their Wildly Important Goals (WIG).
- Senator Lisa Cutter is the new chair of Senate Transportation. Senator Matt Ball is vice chair and new to the committee. Senator William Lindstedt is new to the committee on House Transportation, along with a few more new members.
- Colorado State Patrol is working on a cleanup to child passenger safety laws.

Public Comments

Attendance Format	Public Commenters YouTube Video http://youtube.com/live/6V8DyO4dg94 Timestamp 7:08 to 35:48
In-Person	<p>Lisa Hough, President and CEO of the Adams County Regional Economic Partnership (ACREP), represents over 80 employers in the area. The area is growing and the average age is younger compared to other areas of the state. The region has limited bus service and was last to receive rail service. Existing conditions are unacceptable, frequent congestion and standstill conditions create safety hazards. Key economic generators along the six mile stretch provide access to bioscience companies, Boulder students, Anschutz Medical Campus, Children's Hospital, and the Fitzsimmons Innovation Community (the second largest economic driver in Colorado). These corridors I-25 and I-270 are the backbone of Colorado freight economy. Distribution centers depend on these routes. When these corridors fail the entire economy for the region fails. ACREP appreciates I-270 and I-25 projects. These projects are not new, but planned for a long time. Safety is a key concern for these project areas. Freight on I-25 and I-270 combined is the heaviest for freight in the region. Requested the TC to prioritize I-25 full safety and operational improvements for the area earlier in the 10-Year Plan. To complete improvements on I-270 to enhance safety and reliability for commuters and freight alike.</p>
Virtual	<p>Matt Muir, Coalition 4 Cyclists 501c3 - Non-profit organization based in Boulder County. Although the federal grant application was declined, they thank CDOT for the US 36 North Foothills Safety projects and contribution to local match for grant application. Requesting this project be moved from the 10-Year Plan 2031 and beyond column to the 2027 column. The reason why is safety. Project design will help keep users safe from serious injured or killed, on the most dangerous road for cyclists. CDOT \$1M kept on the table allows Boulder County to leverage tens of millions of dollars for the full \$95 million project. A larger commitment from CDOT for such a significant project would be great. We would like to get started on this project. C4C applauds the CO 119B/Boulder to Longmont project, C4C's position is that this project design should be adapted based on context and scaled across Colorado. It is a role model project providing mobility, comfort and safety for all and aligns with CDOT's principles and its budget.</p>
In-Person	<p>Drew Morris, City of Thornton Councilmember and North I-25 Coalition and NATA. I-25 serves as a backbone of commerce and connectivity. We are experiencing safety concerns along I-25 Segments 2, 3B and 4, and congestion on I-270. Supports the I-25 and I-270 projects in the area. I-25 Segment 2 was planned for over 15 years, even with toll lanes has safety and operational concerns impacts with communities out daily with 2.7 crashes per day, and a fatality monthly is unacceptable. Communities are impacted by the need for emergency response teams for Thornton as it often multiple police, fire, and ambulances with personnel and equipment responding twice a day, and the results are increased air pollution and noise by rerouted traffic using local roadways. These increases impact the pavement life of roadways and increase maintenance costs. Requesting CDOT to focus on full</p>

Attendance Format	Public Commenters YouTube Video http://youtube.com/live/6V8DyO4dg94 Timestamp 7:08 to 35:48
	construction of Segment 2 early in the 10-Year Plan and leverage CTIO funding sources. North I-25 will see key industries building along the corridor, but logistics will not work with safety and operations not working. Completion of Toll lanes would also encourage transit.
Virtual	Emily Baer, Town of Erie Councilmember - I-25 North Area Transportation Alliance (NATA) and North I-25 Coalition represented. North I-25 and I-270 and multimodal improvements are much needed, and appreciated CDOT putting projects in the 10-Year Plan. Residents are requesting responses to their experience of severe safety and operational issues along I-25 Segments 2,3B and 4. Segment 2 has been in various planning phases over 15 years. These segments provide the best return on investment (ROI) providing direct benefits to the CDOT and RTD transit systems and for mobility hubs. Bustang North has the most ridership per revenue mile. I-25 completed Segments 6, 7 and 8 have shown a 45% reduction in crashes. Urges CDOT to construct the operational and safety improvements in the near time using CTIO funding sources. Managed lanes are a proven strategy with ROI that support multimodal transportation. Please construct the I-25 Segments 2,3B and 4 and include them in the earlier portions of the 10-Year Plan.
Virtual	Kristin Stephens, Larimer County Commissioner and Chair of the North Front Range MPO - Strong support for the 10- Year Plan, that shows a shared vision for transportation. There is a need for a safe resilient system. CDOT's long-range approach gives us the certainty and partnership we need to align local, regional, and state priorities. Thanked Region 4 staff for their continued commitment to community outreach. The engagement plans behind this plan have been exceptional. A wide variety of voices were invited to engage. That inclusive approach ensures the projects included in the plan truly reflect the needs, priorities and values of northern Colorado. We appreciate the strong emphasis on multimodal investment. When we invest in high quality improvements related to multimodal investment people respond. Bustang Northern Route is the most successful route in the state. This is a result of strategic planning, reliable service, and willingness to meet people where they are. Partnerships have been key for multimodal improvements, having transit, bicycle, pedestrian and freight systems to work together, rather than competing for space. This approach improves mobility, expands access to jobs and services, and strengthens our regional economy. We commend CDOT prioritizing safety. Every project should, regardless of mode, contribute to reduction of serious injuries and fatalities on our roadways. NFRMPO supports improvements that accommodate vulnerable users - pedestrians, cyclists and using transit. A safe transportation system is the foundation for a strong and livable region.
Virtual	Becky English, Colorado Sierra Club Transportation Chair, Attending TC to share Sierra Club values. Last November a letter was sent from the Sierra Club to the TC. We do ask for prioritization of projects that improve more than just driving. Repair existing facilities. Many projects do not align with PD 14. The

Attendance Format	Public Commenters YouTube Video http://youtube.com/live/6V8DyO4dg94 Timestamp 7:08 to 35:48
	current plan to spend three times on roadway capacity than all multimodal projects combined. Need a more robust list of multimodal projects included in the 10-Year Plan. Solar and AI technology can help. These should be part of the 10YP now. The I-70 Mountain Advanced Guideway System project is way over due. Roadway expansion projects are far more expensive than multimodal projects. Please facilitate the paradigm shift in Colorado from too many vehicles on the roadway to human powered travel modes.
Virtual	Julie Mullica, Adams County Commissioner - I-270 and I-25 have a history of negative impacts that have been experienced for far too long. At the DEIS meetings of last week, the public showed up. I-270 is freight significant, and I-25 is the spine of the Northern Colorado economy. Do not need outsiders coming in asking to reevaluate things already considered. These projects will define this region for the future.
Virtual	Lynn Baca, Adams County Commissioner - Provided comments to the I-270 DEIS. The meetings were well attended. I-270 does carry twice the amount of freight compared to any other corridor in Colorado. We have railroads and a world class airport in Adams County. Elevated concerns of folks about I-270. As we look forward to taking I-270 offline, Commissioner Baca wants CDOT to work with communities impacted by this project. Supports the preferred alternative of the I-270 DEIS. Supports the 10-Year Plan and that I-25 North and I-270 have been priorities. The TC was thanked for their public service.
Virtual	Jamie Valdez, Green Latinos Advocate - A Pueblo native and resident. Urging CDOT to forego expansion projects on I-25, and use the money to maintain facilities instead. The air pollution caused by traffic congestion is a concern along with noise pollution when roadways are expanded. Physical stress occurs as well with these impacts. Concerned with the effects of widening I-270. Need recommendations for mitigation of hazards. Proposed CDOT prepare a Supplemental EIS and consider a no-widening alternative for I-270.

A total of 36 written comments were also received. For more details on public commenters who signed up and written comments submitted to the TC, please reach out to the TC Secretary, Herman Stockinger at heman.stockinger@state.co.us.

Comments of the Chair and Commissioners

- Commissioner Hart echoed Chair Cook's message about public comments being extremely valuable. They help the commissioners do their job to work with CDOT. Wanted to thank staff and fellow commissioners for yesterday's workshops as he felt the in-depth conversations were very interesting, particularly discussions on the 10-Year Plan and the status of the greenhouse gas reduction efforts.
- Commissioner Parsons expressed appreciation for Regional Transportation Directors Jessica Myklebust, Heather Paddock, and Shane Ferguson for their work on the 10-Year

Plan projects. Also recognized Darius Pakbaz and his team for great work on the Greenhouse Gas Coordination Committee that met in December.

- Commissioner McLachlan expressed appreciation for the behind the scenes work that is done with transparent motives and clear explanations. The Commissioner wrote her first columns for some of her regional newspapers on work that is being done and the public has had a positive response.
- Commissioner Bowman thanked CDOT staff for great workshops yesterday and was impressed with the number of 10-Year Plan projects that indicated increased focus on safety and also addressed the backlog of poor assets. Also pointed out that CDOT's annual pavement investments were increased by 65% and that the 5 enterprises are anticipated to be investing approximately \$5.2 billion in Colorado's transportation system over the next 10 years. Very impressed with Region 4's projects on road repairs, surfacing, and multimodal improvements. Previously completed I-25 segments have shown a 45% reduction in crashes and their existing peak hour has an 8% reduction in greenhouse gasses. Region 2 is working on wildlife safety improvements. Expressed appreciation for Region 1's work on the Federal Avenue Bus Rapid Transit (BRT) project that will bring 74 stations with elevated platforms, sidewalks, curb ramps.
- Commissioner Ridder counted many license plates from out of state while driving on I-70, reminding him of the fact that how we proceed with interstate highways impacts other parts of the country in terms of food supply, tourism, and other elements. The south side of Floyd Hill is looking very good and he thanked the CDOT team working on this project.
- Commissioner Gutierrez has received a significant number of phone calls and public comments, leading to many conversations with citizens about the 10-Year Plan, mainly I-25 and I-270. All conversations have been respectful and have ended with common ground being found. Expressed appreciation of citizens' engagement and passion.
- Commissioner Jones echoed the appreciation for the public comments on the 10-Year Plan, and also appreciated the conversation during the Workshop on CDOT and Colorado Transportation Investment Office's (CTIO's) collective roles in investing in transit, multimodal, and sustainable transportation options. She used Washington D.C.'s effective public transit system earlier this week and was reminded that Colorado deserves a world class transit system and the importance for ease, convenience, safety, commerce, and tourism. Additionally, she recognized the climate's impact on increasing wildfire risk, such as the wind events in December. The transportation system is the biggest source of climate emissions in the state and nationally, so it is important that we reduce our emissions and impacts. Because of this, she appreciated the conversation with Darius yesterday about greenhouse gas emissions work. Additionally, her commissioner email is now available.
- Commissioner Marcano thanked all members of the public who commented. He met with a representative from Douglas county that shared their priorities with larger population centers and newer communities, meaning there are a lot of opportunities to improve transit. He is looking forward to speaking with folks on the municipal level in his district. The National Highway Construction Cost Index has shown that over the past 8 years, the cost of infrastructure for highways has grown by 72% compared to the Consumer Price Index at 31%. Budgetary constraints in the state are creating challenges to maintain the existing infrastructure we have. We need to continue highlighting this financial reality.

- Commissioner Barrett thanked all members of the public who have been engaged and enjoyed hearing different perspectives. As a new member, she is getting a lot of support from CDOT staff, particularly Jessica Myklebust, and appreciates that.

Chief Engineer's Report - Keith Stefanik

- CDOT oversees and manages one deployment of automated speed enforcement in Colorado, on the CO 119 corridor. The violation period began on Monday. The next automated speed enforcement will be implemented in March or April at segment 5 on I-25 which is a current construction zone that has many crashes. Keith reiterated that automated speed enforcement is not a revenue generation initiative, its purpose is to reduce crashes and fatalities.
- While fatalities in Colorado have been decreasing annually since 2022, November and December of 2025 were a record high two months for fatalities across the state. CDOT will continue pursuing automated speed enforcement and looking into additional measures to address this.
- CDOT is focusing on planned Capital Construction projects for 2026 and distributing projects coming out for advertisement to industry later this week. The monthly cash balance update memorandum explaining expenditures across the state is in the TC packet. 2025 had record expenditures, but that doesn't mean record production due to cost increases. The total for the year was \$960 million.

CTIO Director's Report - Piper Darlington

- An annual review of Globerville-Elyria Swansea Tolling Equity Program statistics on the program is included in the TC packet. There was a 22% increase in the use of transit passes last year. There is more of a barrier to entry for toll credits since people must be signed up, so CDOT has invested in outreach. A change made to the program is that an area median income will be used instead of the federal poverty level metric for toll credits, with the goal to increase the pool of eligible people. A dashboard has also been created that shows registration for toll credits. Another change is that CDOT entered into a partnership with the Connector, a rideshare service, to fill gaps in evenings and weekends.

STAC Report - STAC Chair, Gary Beedy

- There was a STAC meeting on January 8th. They passed the sending of a letter to the Joint Budget Committee (JBC) in support of Multimodal Transportation and Mitigation Options Fund (MMOF) to continue the general fund transfers so that communities and the state can continue with important projects.
- STAC is working to make sure projects use their MMOF funds by the deadlines.
- There was a truck chain up station overview and a 10-Year Plan presentation on Regions 3 and 5 during the STAC meeting.
- Chair Beedy feels that the long-range plan has a longer list of projects that could have been brought into the 10-Year Plan if funding allowed.
- He pointed out the fuel inefficiency in the stopping and starting of trucks in traffic congestion. Reducing this congestion can tie into pollution reduction.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of December 17, 2025
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal of Parcel E4 REV EX, Crawford, CO
- Proposed Resolution #4: Disposal of Vacant Parcel, Sedgwick
- Proposed Resolution #5: Disposal of County Road 220 at US 550 to La Plata County (South of Durango)
- Proposed Resolution #6: Correction to TC Resolution #20250403, Property Exchange, Declaration of Excess Parcels, City of Rifle
- Proposed Resolution #7: Federal Boulevard BRT Request for Alternate Delivery-Construction Manager/General Contractor (CMGC)

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

Discuss and Act on Proposed Resolution #8: Transportation Asset Management Planning Budgets for FY 2030 and 2031 - Darius Pakbaz and Toby Manthey

A motion by Commissioner Barrett was raised to approve, and seconded by Commissioner Gutierrez, and passed unanimously.

Adjournment

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

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, February 18-19, 2026.



Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Jessica Myklebust, Region 1 Transportation Director;
Shane Ferguson, Region 2 Transportation Director;
Heather Paddock, Region 4 Transportation Director;
Darius Pakbaz, Director, Division of Transportation Development

Date: February 5, 2026

Subject: FY 2027-2036 10-Year Plan Workshop: Region 1, Region 2 & Region 4

Purpose

Staff is continuing the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 1, 2 and 4 project lists will be featured at this meeting, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Front Range.

Action

No action; Discussion Item.

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.

The 10-Year Plan is funded through "strategic funding", which fully or partially supports these initiatives. "Strategic funding" is flexible state and federal funding that is allocated to projects that address our performance goals of fixing our roads, advancing transportation safety, and sustainably increasing transportation choice.

Major investment needs in the 10-Year Plan are identified through:

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

Approximately \$900 million in strategic funding is expected to be available for the plan during the initial four years (FY 2027 - FY 2030). An additional \$1.35 billion in strategic

funding is projected from FY 2031 through the end of the plan. All CDOT Regions are actively working to ensure balanced resource allocation across their diverse communities, while simultaneously addressing the state's most pressing infrastructure requirements.

Region 1 10-Year Plan

Region 1 is proposing 31 projects for delivery and/or funding into the FY 2027-36 10-Year Plan, with five new projects for inclusion into the plan. The Region is requesting \$300 million in proposed strategic funds for their projects in the first four-year prioritized plan (FY 2027-30) and \$521 million in planned strategic funds for the out-years of the plan. Any new projects improving I-25 in the next plan will be predicated on fully funding Bustang mainline services at the expanded service levels on routes serving I-70 and I-25.

Region 1 Regional Transportation Director Jessica Myklebust will highlight the following projects for the workshop today:

- Federal Boulevard Bus Rapid Transit
- I-25 Corridor Improvements
- I-270 Corridor Improvements
- North Stadium Safety Access Improvements
- Regionwide Signal and Ramp Meter Upgrades
- Colorado Boulevard Bus Rapid Transit

Region 2 10-Year Plan

Region 2 is proposing 78 projects for delivery and/or funding into the FY 2027-36 10-Year Plan, with 35 new projects for inclusion into the plan. The Region is requesting \$166 million in proposed strategic funds for their projects in the first four-year prioritized plan (FY 2027-30) and \$249 million in planned strategic funds for the out-years of the plan.

Region 2 Regional Transportation Director Shane Ferguson will highlight the following projects for the workshop today:

- I-25 Raton Pass Wildlife Safety Improvements
- US 50B Resurfacing at Passing Lane Locations
- CO 12A Resurfacing in Huerfano County
- US 24G East Widening in Colorado Springs
- Pikes Peak State College North & South Mobility Hubs
- I-25 Exit 108: Replace Single Box Culvert Crossing Under I-25; North Pueblo Mobility Hub
- US 24A Intersection Improvements at CO 67F Divide in Teller County
- CO 9C Resurfacing and Subgrade Stabilization Repairs

Region 4 10-Year Plan

Region 4 is proposing 53 projects for delivery and/or funding into the FY 2027-36 10-Year Plan, with 21 new projects for inclusion into the plan. The Region is requesting \$209.1 million in proposed strategic funds for their projects in the first four-year prioritized plan (FY 2027-30) and \$313.7 million in planned strategic funds for the out-years of the plan.

Region 4 Regional Transportation Director Heather Paddock will highlight the following projects for the workshop today:

- CO 14 Intersection Safety Improvements: I-25 to WCR 27
- CO 14 Intersection & Preservation Improvements at WCR 29, WCR 31, WCR 33, & Pedestrian Safety Improvements in Ault
- CO 52 Operational, Safety, and Multimodal Improvements from Aggregate Boulevard to Colorado Boulevard
- I-76 Keenesburg Overlay Preservation
- CO 59 North of Kit Carson Resurfacing in Kit Carson & Cheyenne Counties
- US 287 Kit Carson to Eads Concrete Slabs in Kiowa and Cheyenne Counties
- US 34/US 287 Intersection Safety and Multimodal Improvements
- I-25 Segment 4 (CO 7 to CO 66) Safety and Multimodal Improvements

Next Steps

At the conclusion of a two-week public comment period (January 26 to February 9th) and final updates, the plan will be brought forward for STAC recommendation and adoption by the Transportation Commission. Adoption of the plan will set the framework for project development, budget development, and finalization of the next Statewide Transportation Improvement Program (STIP) in April 2026.

After adoption, the Transportation Commission may review and amend the plan mid-cycle for the following reasons:

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

Development of the next four-year prioritized period (FY31-34) is anticipated to occur in Spring 2029.

Attachments

- Presentation - FY 2027-FY 2036 10-Year Plan Workshop Regions 1, 2 and 4 Projects
- Attachment A - Draft FY2027-2036 10-Year Plan Project Tables, Project Fact Sheets, Web Map, and Public Comment Form (Linked through codot.gov)
- Attachment B - 10-Year Plan Definitions Attachment



FY 2027-FY 2036 10-Year Plan Presentation

Region 1, Region 2 & Region 4 Projects

February 2026





10-Year Plan Completion Schedule (1)

10-Year Plan Completion Schedule

Version: 12/15/2025





Workshop Agenda



- January Workshop Focus - Central, Southeast, and Northeast Colorado
- Region 1 Proposed 10-Year Plan Overview
- Region 4 Proposed 10-Year Plan Overview
- Region 2 Proposed 10-Year Plan Overview
- Fixing our Roads - Central, Southeast, and Northeast Colorado
- Advancing Transportation Safety - Central, Southeast, and Northeast Colorado
- Sustainably Increasing Transportation Choice - Central, Southeast, and Northeast Colorado
- 10-Year Plan Development: Supporting our Performance Goals
- Finalization & Next Steps



January 2026 Commission Workshop: Central, Northeast, and Southeast Colorado





February 2026 Focus

Overview and Review of Materials

February Presentation Focus: Central, Southeast, and Northeast Colorado

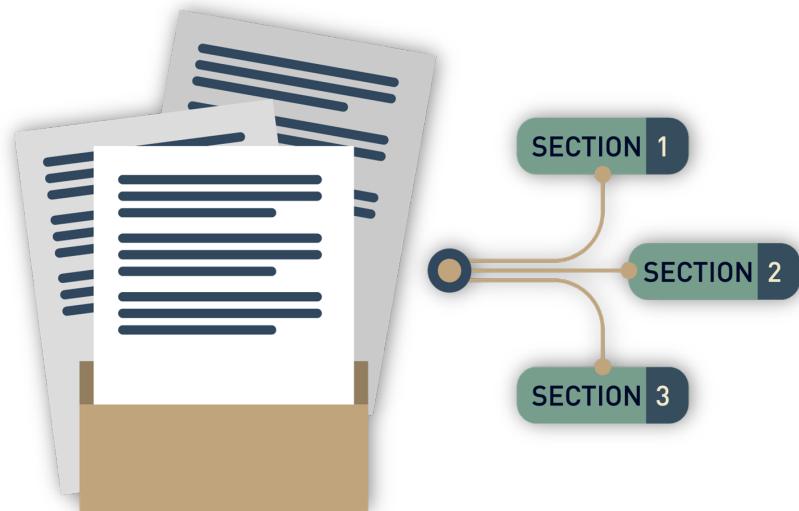
Discuss how the proposed plans will work to achieve each of the performance goals.

Regional Presentations

Jessica Myklebust (Region 1 RTD), Shane Ferguson (Region 2 RTD), and Heather Paddock (Region 4 RTD) will highlight a selection of projects in their region that are being proposed.

Workshop Meeting Attachments

- **Status Report View of 10-Year Plan** - Public view of all the proposed projects from Regions 1, 2 and 4, similar to the current quarterly/annual 10-Year Plan report.
- **Project Fact Sheets** - The fact sheets describe each proposed project in more detail, providing additional context on the proposed investment and scope. This information goes beyond the details included in the status report view of proposed projects.
- **Definitions Attachment** - Defining each project type and project element as shown in the project fact sheets.





Proposed 10-Year Plan & Projects: CDOT Region 1



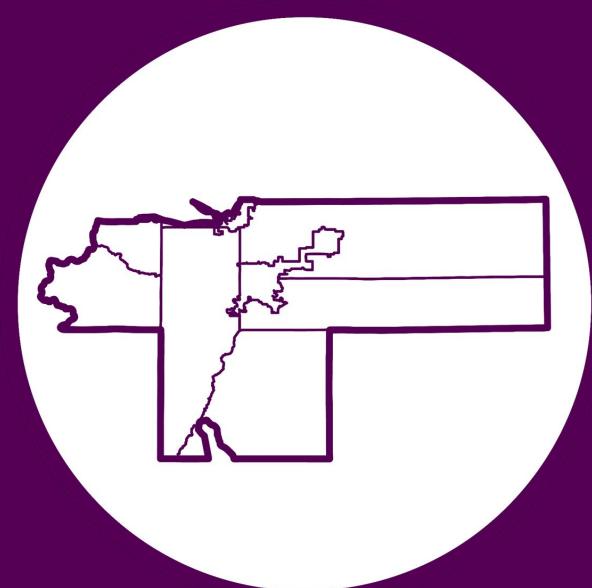


Region 1 Overview

Region 1: Denver Metro/ Central Colorado

Counties in this region are Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson.

Major highways through this region include I-25, I-70, I-76, I-225, I-270, US 6, US 36, US 40, US 85, US 285 and US 287.



Region 1 Proposed 10-Year Plan Overview

- 31 Proposed Projects for next 10-Year Plan
- 5 New proposed projects added to the 10-Year Plan
- \$300,000,000 proposed strategic fund allocations for FY 2027 through FY 2030
- \$520,961,000 proposed strategic funds allocations for FY 2031 through FY 2036



Region 1 Project Highlight: Federal Boulevard Bus Rapid Transit

Sustainably Increase Transportation Choice



Federal Boulevard Bus Rapid Transit (BRT)

- Federal Blvd. in Denver and Adams Counties (CO 88 and US 287)
- \$318M Total Cost
 - Strategic Funding (\$59.6M FY19-26, \$95M FY27-30, \$124M FY31-36, \$39.4M Other)
- Project Description: Completion of side-running bus rapid transit infrastructure on 18 mile section between 120th Avenue to Dartmouth Avenue.
 - Stations, signals, and roadway elements
 - Supporting infrastructure bike and pedestrian infrastructure, lighting, etc.
 - Resurfacing of pavement and roadway markings
- The implementation of BRT will allow for increased rapid transit frequency along the corridor between 7.5-15 minutes while meeting greenhouse gas emissions reduction goals by 2030.



Region 1 Project Highlight: Colorado Boulevard Bus Rapid Transit



Sustainably Increase Transportation Choice



Colorado Boulevard Bus Rapid Transit (BRT)

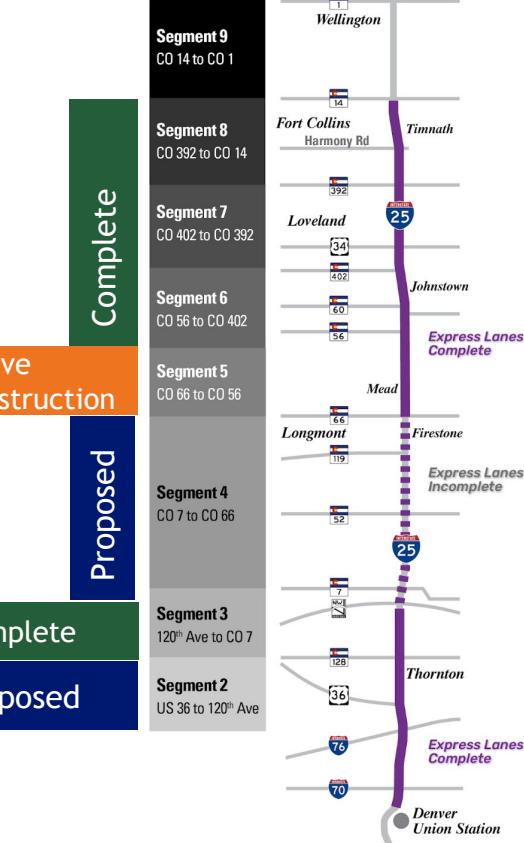
- Colorado Blvd. in Denver County (CO 2)
- \$215M Total Cost
 - Strategic Funding (\$10.9M FY19-26, \$0M FY27-30, \$21M FY31-36, \$183.1M Other)
- Project Description: Construction of bus rapid transit infrastructure on 7.5-mile section of Colorado Blvd, from 40th Ave. to Amherst Ave. Implement service (in partnership with RTD) between 40th and Colorado Station and Southmoor Station.
- Construct supporting infrastructure (pedestrian facilities, signals, lighting, etc.).
- The implementation of BRT will allow for increased rapid transit frequency along the corridor between 7.5-15 minutes while reducing greenhouse gas emissions.



I-25 Corridor Overview

I-25 Environmental Impact Statement

- Initiated in 2001 - FEIS signed 2011
- Purpose & Need addresses the explosive growth in Northern Colorado, improve the safety of I-25 corridor, replace aging and obsolete infrastructure, and provide users choice through modal alternatives
- Preferred alternative scope limits extended north of Union Station to Wellington and west to US 287 and east to US 85. Included: Express Lanes, Express Bus, General Purpose Lanes, Commuter Bus on US 85, and Commuter Rail
- Express Lane was determined to be built first, generating revenue to fund the preferred alternative
 - 16 miles of Express Lane remaining for 52 miles continuously
- Bustang on the Northline launched in July 2015
- Preferred alternative meets PD14 goals in 2025



Advancing
Transportation
Safety



Fix
Our
Roads



Sustainably
Increase
Transportation
Choice



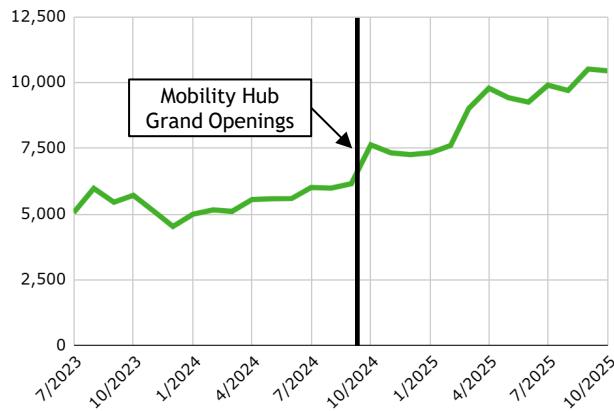
I-25 Corridor Overview

Bustang Services

Bustang: Colorado's Interregional Express Bus Service

- Any new projects improving I-25 in the next plan will be predicated on fully funding Bustang mainline services at the expanded service levels on routes serving I-70 and I-25.
- Bustang connects major populations, employment centers and local transit entities along the I-25 and I-70 corridors. It provided 353,000 trips in FY 2025, a **245% increase in ridership** since the program launched in 2015.
- Developers along the Front Range are investing in transit-oriented build-outs near hubs and have put private dollars into mobility hub features.
- North Line recovered 31% of operating expenses via the farebox in FY25, a national leader among commuter bus services.
- From Firestone-Longmont to Denver driving can vary between 40 minutes to an hour compared to transit in the Express Lane, which is reliably a 30 minute trip

North Line Ridership by Month



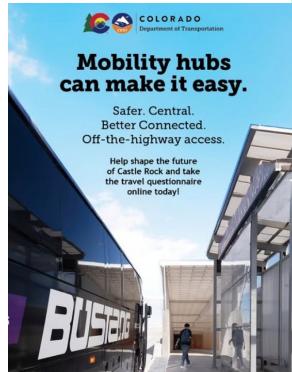


I-25 Corridor Overview

Development of Bustang

Bustang and Mobility Hubs

- [Mobility Hubs](#)
- National model of turning an existing interstate into a BRT corridor
- Spent last 7 years incorporating transit into a core function of North I-25 with Bustang and Mobility hub investments
- Segments 2a, 2b and 4 allow us to strengthen the Bustang system, increasing ridership and utility of Bustang service



Completed Mobility Hubs

- [Berthoud Mobility Hub](#)
- [Centerra Loveland Mobility Hub](#)
- [Firestone-Longmont Mobility Hub](#)

Mobility Hubs Under Construction

- [Broomfield/Thornton Mobility Hub](#)
- [Skyridge/Lone Tree Mobility Hub](#)

Future Mobility Hubs

- [Castle Rock Mobility Hub](#)
- [Fairplay Mobility Hub](#)
- [Grand Junction Mobility Hub](#)
- [Harmony Road Mobility Hub](#)
- [Idaho Springs Mobility Hub](#)
- [Monument Mobility Hub](#)



Region 1 Project Highlight: I-25 Segment 2a (US 36 to 104th Avenue)

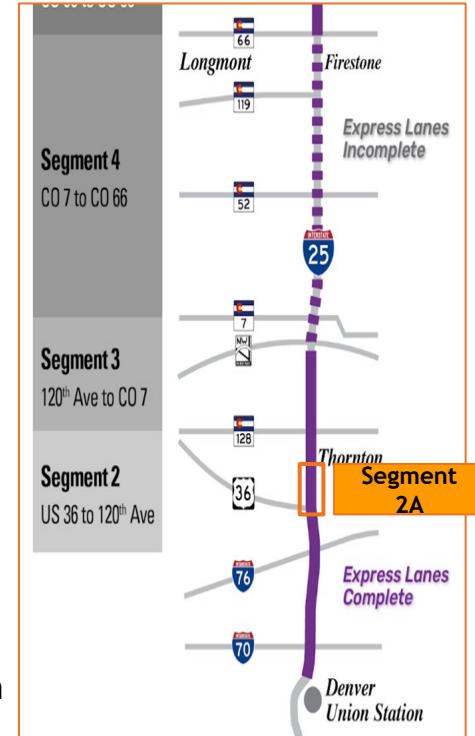


Advancing Transportation Safety



I-25 Segment 2a

- Interstate 25 in Adams County
- \$270M Total Cost
 - Strategic Funding (\$20M FY19-26, \$90M FY27-30, \$160M Other)
- Project Description: An average of 2.7 crashes per day occur on this 5 mile segment. Bring the segment up to current design standards enabling emergency operations on shoulders and reducing crashes by an estimated 46% corridor-wide. Replacement of the fair rated 88th Avenue bridge will include a new bikeway and expanded sidewalks on both sides. Addition of general purpose lane NB and SB. Culvert replacement.





Region 1 Project Highlight: I-25 Segment 2b

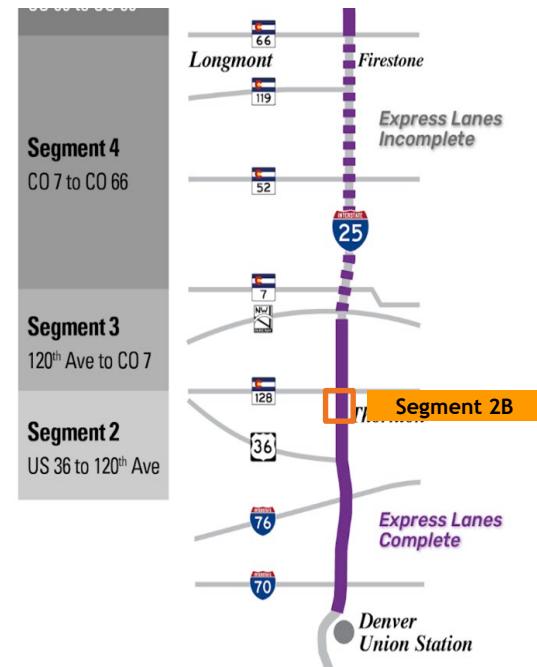


Advancing Transportation Safety



I-25 Segment 2b (104th Ave to 120th Ave)

- Interstate 25 in Adams County
- \$85M Total Cost
 - Strategic Funding (\$0M FY27-30, \$85M Other)
- Project Description: Continuation of safety and operational improvements from I-25 Segment 2a. Safety improvements to shoulders to allow for emergency operations.





Region 1 & 4 Project Collaboration: I-25 Segment 3b

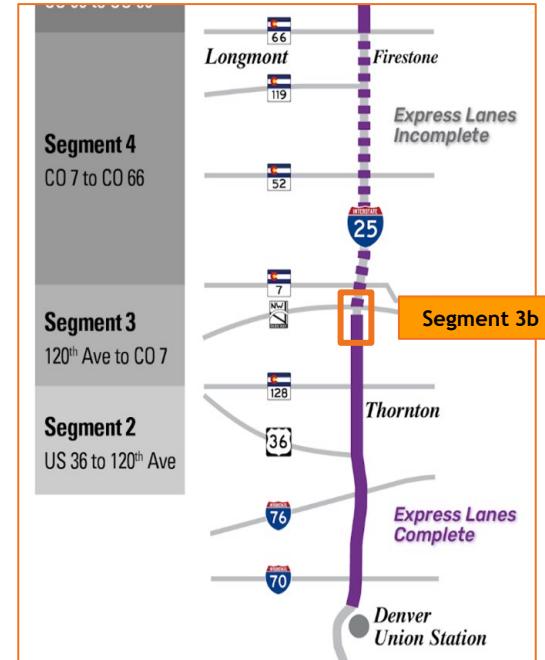


Sustainably Increase Transportation Choice



I-25 Segment 3b (E470-CO7)

- Interstate 25 in Adams County
- \$315M Total Cost
 - Strategic Funding (\$0M FY27-30, \$86.5M FY31+, and \$228.5M Other)
- Project Description: Completion of the express lanes E-470 to CO 7
- Full build out of the I-25/ CO 7 Interchange and Broomfield-Thornton Mobility Hub
- Supports Bustang services and Boulder County Starter Service.



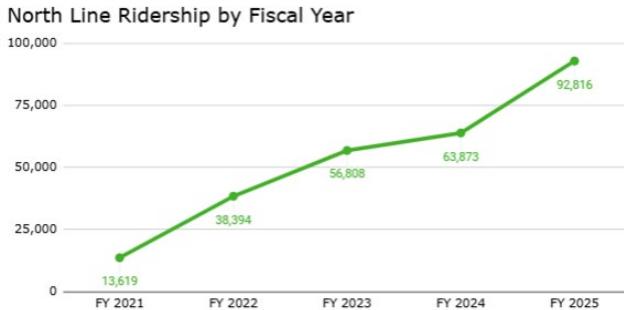


Region 4 Project Highlight

I-25 Segment 4 (CO 7 to CO 66)



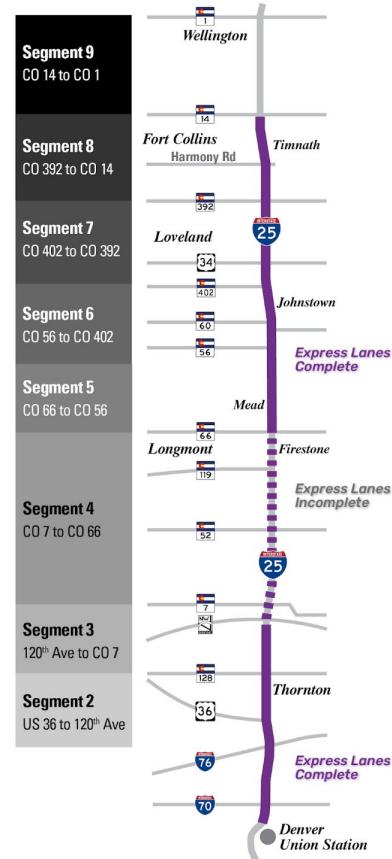
Sustainably Increase Transportation Choice



Advancing Transportation Safety

I-25 Segment 4 (CO 7 to CO 66)

- North I-25 in Weld County
- \$38.2M FY 31-36 Strategic Funding; \$311M Other
- Bustang North Line has the most passengers per revenue mile and is the most productive line across Bustang's entire network. Travel time savings from a SOV of up to 30-minutes riding Bustang from the Firestone-Longmont Mobility Hub to Union Station at the AM/PM peak times.
- A critical north/south backbone for transit, with local agencies partnering to get east/west on-demand/local transit to the mobility hubs.
- Previously completed I-25 segments (Segments 6, 7, 8) have shown a 45% reduction in crashes!
- Existing EL (peak hour) have had an 8% reduction in greenhouse gas emissions.





Region 1 Project Highlight: I-270 Corridor Improvements Phases 1-5



Fix
Our
Roads



I-270 Corridor Improvements

- Interstate 270 in Denver and Adams Counties
- \$900.8M Total Cost
 - Strategic Funding (\$174.5M FY19-26, \$25.5M FY27-30, \$0M FY31+, and \$700.8M Other)
- Project Description: Replacement of critically deficient bridges and roadway structure along I-270. Addition of a managed lane in the east and westbound direction.
- Construction of the Vasquez Interchange, ITS infrastructure, and I-76 ramp improvements
- Implementing an overlay project on SH 224 with construction of a pedestrian bridge at Leyden Park and completion of sidewalk gaps connecting to new ADA ramps



Region 1 Project Highlight:

North Stadium Safety Access Improvements



Advancing Transportation Safety



North Stadium Safety Access Improvements

- US 40 (Colfax) east of I-25 in Denver County
- \$30M Total Cost
 - Strategic Funding (\$0M FY19-26, \$30M FY27-30)
- Project Description: Improves connectivity and safety east of I-25 into the stadium district along US 40. Design and safety opportunities include:
 - Redesign intersection(s) to improve operational efficiency and safety
 - Improvements to multimodal elements to provide easier transit connections to Auraria campus and throughout the city
 - Signal improvements and operational timing
 - Project may adapt once final site design complete and city mobility study conducted



Region 1 Project Highlight:

I-25 Interchange Reconstruction at 23rd & Speer Boulevard



Fix
Our
Roads



I-25 Interchange Reconstruction at 23rd & Speer Blvd.

- Interstate 25 in Denver County
- \$150M Total Cost
 - Strategic Funding (\$5M FY19-26, \$10M FY27-30, \$69M FY31+, and \$60M Other)
- Project Description: Replaces the inadequate bridges at the I-25 and Speer Boulevard and 23rd Avenue interchanges and constructs associated braided ramps, connector roads, and a diverging diamond interchange at Speer. The bridges have very low clearance and substandard ramp spacing causing safety and congestion issues.
- Replacement of two (2) poor rated and one (1) fair rated bridges
- Enhances multimodal connectivity on 23rd and Speer for pedestrians and cyclists creating safer routes with dedicated facilities



Region 1 Project Highlight:

Regionwide Signal and Ramp Meter Upgrades



Fix
Our
Roads



Regionwide Signal and Ramp Meter Upgrades

- \$22M Total Cost
 - Strategic Funding (\$8.3M FY19-26, \$8.7M FY27-30, \$0M FY31+, and \$5M Other)
- Project Description: This initiative aims to modernize the aging infrastructure of ramp metering systems, specifically by upgrading critical components such as communication technologies and detection equipment. This modernization effort is designed to reduce congestion, minimize delays, and enhance overall safety for motorists, contributing to more efficient traffic operations throughout the region.
- By controlling the rate of vehicles entering, ramp meters help smooth out mainline traffic which decrease crashes by preventing sudden braking and aggressive merging



COLORADO

Department of Transportation

Questions for Region 1?

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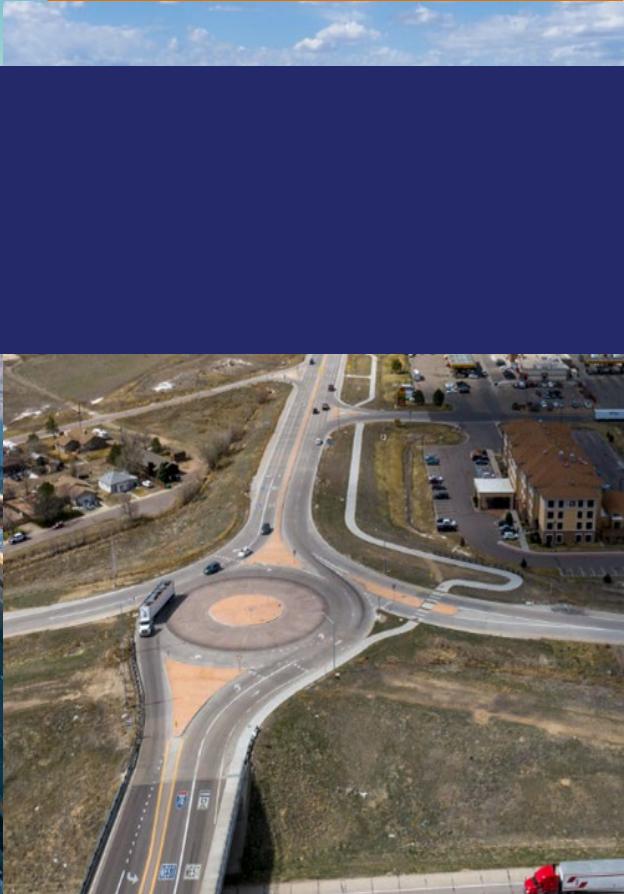
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Thank you!



Proposed 10-Year Plan & Projects: CDOT Region 4





Region 4 Overview

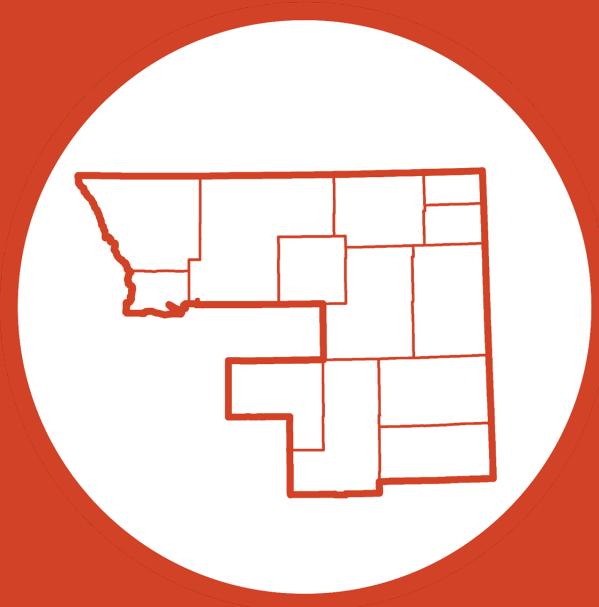
Region 4: Northeast Colorado

Counties in this region are Boulder, Broomfield, Cheyenne, Elbert, Kit Carson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld and Yuma.

Major highways in this region include I-25, I-70, I-76, US 6, US 24, US 34, US 36, US 85 and US 287.

Region 4 Proposed 10-Year Plan Overview

- 53 proposed projects for next 10-Year Plan
- 21 new proposed projects added to the 10-Year Plan
- \$209,101,200 proposed strategic fund allocations for FY 2027 through FY 2030
- \$313,651,800 proposed strategic funds allocations for FY 2031 through FY 2036





Region 4 Project Highlight

CO 14 Intersection Safety Improvements



Advancing
Transportation
Safety



CO 14 Intersection Safety Improvements: I-25 to WCR 27

- CO 14 in Larimer/Weld County
- \$5M FY 31-36 Strategic Funding
- The CO 14 corridor east of I-25 has experienced an increase in crashes and demand. This funding will fund the design and construction of safety investments at two priority intersections identified in the CO 14 Safety Study (CO 14/CO 257 and CO 14/WCR 23). Improvements may include auxiliary lanes, sight distance corrections, lighting and striping.

CO 14 Intersection & Preservation Improvements at WCR 29, WCR 31, WCR 33, & Pedestrian Safety Improvements in Ault

- CO 14 in Weld County
- \$6.4M FY 27-30; \$11,130,700 FY 31-36 Strategic Funding; \$6.2M Other
- There has been an uptick of crashes and fatalities on CO 14, especially around the intersections of WCR 29, WCR 31, and WCR 33. This project would design critical safety improvements at those intersections, address failing pavement, and make pedestrian improvements in downtown Ault.

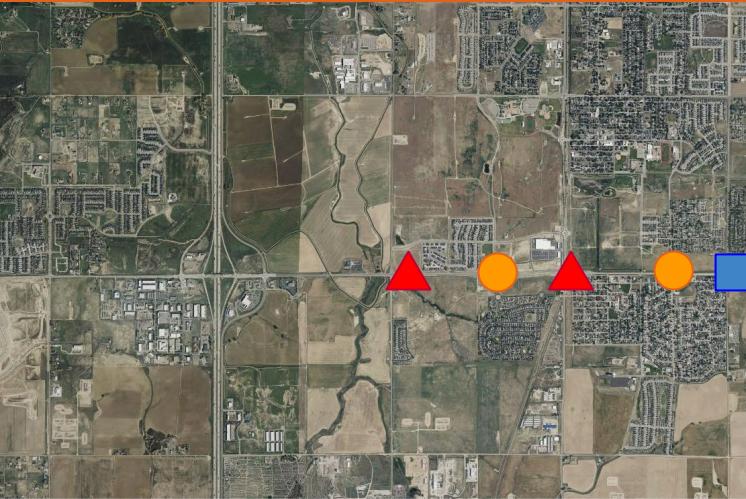


Region 4 Project Highlight

CO 52 Operational, Safety, and Multimodal Improvements



Advancing Transportation Safety



CO 52 Operational, Safety, and Multimodal Improvements from Aggregate Boulevard to Colorado Boulevard

- CO 52 in Weld County
- \$9M FY 27-30 Strategic Funding; \$1M Other
- Improvements will address critical safety and operational needs for drivers and multimodal travellers. The project will make intersection improvements to LOSS IV intersections, as well as multimodal improvements such as sidewalks and bike lanes.
- During the 2023 4P County Meetings, there was a united desire to relieve the congestion on CO 52 from I-25 east. Participants advocated they want to see more transit and multimodal options, including more paths for walking/biking.



Region 4 Project Highlight

I-76 Keenesburg Overlay Preservation



Fix
Our
Roads



I-76 Keenesburg Overlay Preservation MP 45.5 to MP 50.1

- I-76 near the Town of Keenesburg in Weld County
- \$17.5M FY 27-30 Strategic Funding
- This project is for a 3" mill and 4" fill Hot Mix Asphalt Overlay for a section of highway that is 96% Low Drivability EB and 100% Low Drivability WB and has 0.4 lanes miles rated as Federally Poor with more projected in the future.
- This stretch of highway consistently receives Customer Service complaints.

I-76 Keenesburg Overlay Preservation MP 40.5 to MP 45.5

- I-76 near the Town of Keenesburg in Weld County
- \$19M FY 31-36 Strategic Funding
- This project is for a 3" mill and 4" fill Hot Mix Asphalt Overlay for a section of highway that is on the Worst-First list and has 100% Low Drivability in both directions.



Region 4 Project Highlight

CO 59 North of Kit Carson



Fix
Our
Roads



CO 59 North of Kit Carson (MP 24 to MP 32) in Kit Carson County

- \$8M FY 27-30; \$8M FY 31-36 Strategic Funding
- This project will resurface a portion of Colorado Highway 59 near Kit Carson from milepost 24 to 32, as well as address three bridges over the Spring Creek Tributary. Rapid deterioration of the roadway has caused major safety concerns for travellers. The project scope includes a full-depth reclamation of the roadway followed by a 6.5" asphalt overlay.

CO 59 North of Kit Carson (MP 15 to MP 24) in Cheyenne County

- \$17.9M FY 31-36 Strategic Funding
- An extension of the project listed above, this project will resurface a portion of Colorado Highway 59 near Kit Carson from milepost 15 to 24.



Region 4 Project Highlight

US 287 Kit Carson to Eads



Fix
Our
Roads



US 287 Kit Carson to Eads (MP 114 to MP 133) in Kiowa and Cheyenne Counties

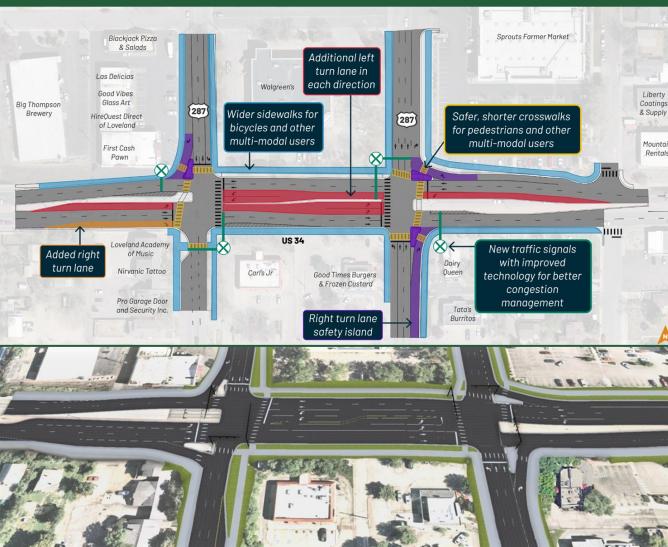
- \$12M FY 27-30 Strategic Funding
- US Highway 287 from Kit Carson to Eads is experiencing deterioration of concrete slab joints. If left untreated, shutdowns are likely to occur for repair in emergency situations.
- In an effort to keep this critical freight corridor moving (48% trucks), this project will address failing concrete slabs to ensure the reliability of the corridor for travellers.



Region 4 Project Highlight

US 34/US 287 Intersection Safety and Multimodal Improvements

Sustainably Increase Transportation Choice



US 34/US 287 Intersection Safety and Multimodal Improvements

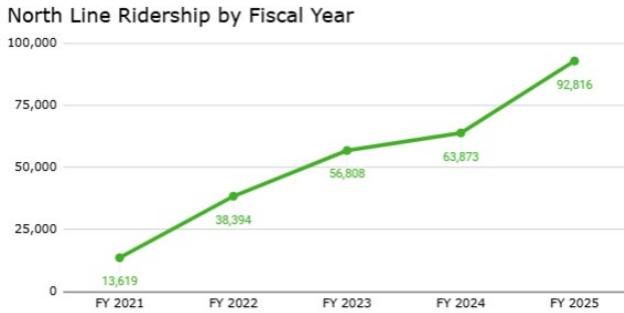
- US 34/US 287 in the City of Loveland (Larimer County)
- \$7M FY 27-30 Strategic Funding; \$8.7M Other
- Addresses intersection safety and reduces traffic congestion, enhances bike/pedestrian/transit mobility, and improves freight connections along Loveland's two business corridor areas for rural and metropolitan communities.
- This project will add double left turns for US 34 EB/WB traffic, add right turn pockets with increased queuing capacity at all corners, and widen turning movements to accommodate larger freight trucks. There will also be improved traffic signals with innovative bike/pedestrian detection, shorter crossing distances for pedestrians with center refuge islands, ADA sidewalks and ramps, and shared-use bike and pedestrian sidewalks.



Region 4 Project Highlight

I-25 Segment 4 (CO 7 to CO 66)

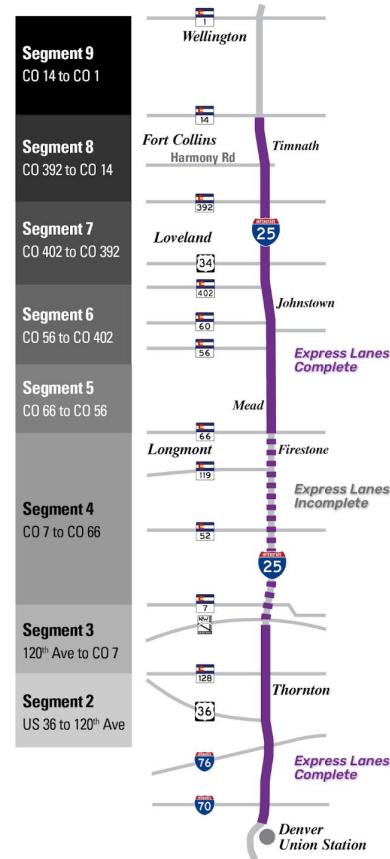
Sustainably Increase Transportation Choice



Advancing Transportation Safety

I-25 Segment 4 (CO 7 to CO 66)

- North I-25 in Weld County
- \$38.2M FY 31-36 Strategic Funding; \$311M Other
- Bustang North Line has the most passengers per revenue mile and is the most productive line across Bustang's entire network. Travel time savings from a SOV of up to 30-minutes riding Bustang from the Firestone-Longmont Mobility Hub to Union Station at the AM/PM peak times.
- A critical north/south backbone for transit, with local agencies partnering to get east/west on-demand/local transit to the mobility hubs.
- Previously completed I-25 segments (Segments 6, 7, 8) have shown a 45% reduction in crashes!
- Existing EL (peak hour) have had an 8% reduction in greenhouse gas emissions.





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Department of Transportation

Questions for Region 4?

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Thank you!



Proposed 10-Year Plan & Projects: CDOT Region 2





Region 2 Overview

Region 2: Southeast Colorado

Counties in this region are Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Prowers, Pueblo and Teller.

Major highways in this region include I-25, US 24, US 50, US 160, US 285, US 287, US 350 and US 385.

Region 2 Proposed 10-Year Plan Overview

- 78 Proposed Projects for next 10-Year Plan
- 35 New proposed projects added to the 10-Year Plan
- \$166,000,000 proposed strategic fund allocations for FY 2027 through FY 2030
- \$249,000,000 proposed strategic funds allocations for FY 2031 through FY 2036





Region 2 Project Highlight: I-25 Raton Pass Wildlife Safety Improvements



Advancing
Transportation
Safety



I-25 Raton Pass Wildlife Safety Improvements (SC TPR)

- New Mexico border to ~ MP4 near Trinidad in Las Animas County
- FY 2019-26 Strategic Funds: \$3 million; FY 2027-30 Strategic Funds: \$2 million; paired with other CDOT Funds and Grant Pursuits.
- Project Estimate \$15 million
- Implement & construct recommendations from 2025 wildlife study on Raton Pass. First preference to use as grant match. Second option to complete fencing project.
- This project connects to already completed fencing project in New Mexico and provides safe wildlife movement across I-25 to and from new Fishers Peak State Park. Wildlife-vehicle collision (WVC) rate is high in this area. WVCs are leading cause of crashes in Las Animas County harming travelers and property along southern I-25.



Region 2 Project Highlight: US 50B Resurfacing at Passing Lane Locations



Fix
Our
Roads



US 50B Resurfacing at Passing Lane Locations (Southeast TPR)

- US50B - rural highway between Pueblo County line and the Kansas border
- FY 2027-30 Strategic Funds: \$5 million; paired with other CDOT Funds and USDOT Grant Funds for passing lanes.
- Project Estimate \$72.5 million
- Additional resurfacing work combines with USDOT grant-funded passing lanes work to improve surface condition of mainline US 50B.
- Ensures full width pavement resurfacing at all 12 passing lane locations for this section of critical highway, including many areas where HMA is rated as poor to moderate drivability life (DL), extending the life of the highway assets.



Region 2 Project Highlight: CO12A Resurfacing - Huerfano County



Fix
Our
Roads



CO12A Resurfacing - Huerfano County (South Central TPR)

- CO12A - Highway of Legends National Scenic Byway, rural mountainous highway in Huerfano County, through the towns of La Veta and Cuchara
- FY 2027-30 Strategic Funds: \$12.5 million; paired with other CDOT Funds: \$2.5 million
- Project Estimate \$14.5 million
- Rural road surface treatment to improve the condition of the pavement on CO12A between MP 0 - 22.3. Includes upgrading guardrails, striping, and rumble strips for safety as well as minor bridge preventative maintenance as needed.
- Repairs a very poor section of critical state highway, all of which the HMA is rated as poor to moderate drivability life (DL). Other assets such as culverts and bridges will also be repaired in the project limits as funding allows.



Region 2 Project Highlight: US24G Colorado Springs



Sustainably
Increase Transportation
Choice



Fix Our Roads



Advancing
Transportation Safety



US24G - increasingly critical eastern Colorado Springs hub for connectivity to/from the city

- **US24G East Widening (PPACG)**
- FY 2019-26 Strategic Funds: \$26 million; 2027-30 Strategic Funds: \$51 million; pared with other CDOT Funds: \$8 million
- Project Estimate \$85 million
- Widens US24G in the urbanizing Falcon area with improvements that include enhancements to connectivity to Rock Island Trail and the Falcon Park and Ride, improved access management throughout the corridor, increased mobility for vehicular and non-vehicular users, structure enhancements and repairs.
- Improved access management and connectivity is expected to bring enhanced safety in operations while reducing delay.



Region 2 Project Highlight:

Pikes Peak State College North & South Mobility Hubs

Sustainably Increase Transportation Choice



Pikes Peak State College North & South Mobility Hubs (PPACG)

- Location: I-25 & CO21/Interquest Pkwy (North)
- Location: I-25 & S Academy Blvd (South)
- Cost: \$10.5M (\$5.25M each)
- Project Overview: This project is design & construction of new mobility hubs at the Rampart Range and Centennial Campuses of Pikes Peak State College.
- Services: These facilities will accommodate a range of transportation options, including fixed routes, deviated/flex routes, express routes, on-demand services, rideshare providers, and micro-mobility solutions.
- Benefits:
 - Enhances the convenience and accessibility of public transportation by serving as central transfer points.
 - Promotes smaller, active forms of transportation through integrated hub features.
 - Supports future local transit options and connections with regional services like the Bustang South Line and Outrider.



I-25 Exit 108: Replace Culvert Crossing; North Pueblo Mobility Hub



Sustainably
Increase Transportation
Choice



Fix Our Roads



Advancing
Transportation Safety



I-25 Exit 108: Replace Single Box Culvert Crossing Under I-25; North Pueblo Mobility Hub (PACOG)

- I-25 @ Exit 108 approx. 4 miles north of Pueblo, Rest Area and Purcell Blvd connection to Pueblo West.
- FY 2019-26 Strategic Funds: \$8 million; 2027-30 Strategic Funds: \$4.5 million; paired with other CDOT Funds.
- Project Estimate \$45 million.
- Replaces I-25 exit 108 interchange which is currently a single box culvert crossing under I-25. A new rest area will be constructed west of the interchange that will include truck parking and the North Pueblo Mobility Hub. The new mobility hub and parking will support local transit in the Pueblo Area. Roadway improvements will be completed on Purcell Boulevard to connect the rest area, truck parking, and mobility hub to the new interchange.



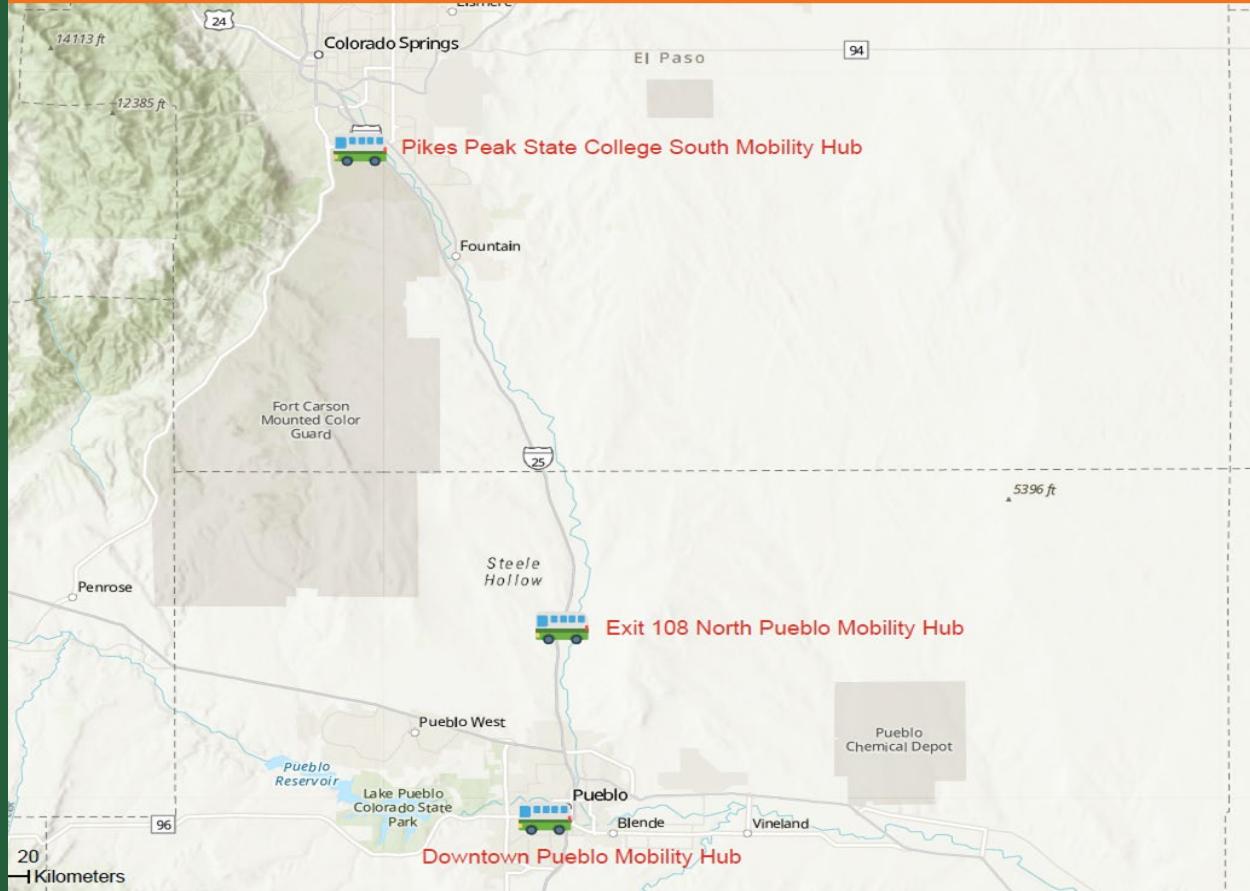
Mobility Hubs in Southern Region 2

Supporting Local Transit



Sustainably Increase Transportation Choice

Mobility Hub project development in the 10-Year Plan, support local transit service on I-25 between Colorado Springs and Pueblo.





Region 2 Project Highlight:

US24A Intersection Improvements at CO67F Divide



Advancing
Transportation
Safety



US24A Intersection Improvements at CO67F Divide (CFR TPR)

- US24A - rural highway in Teller County
- FY 2027-30 Strategic Funds: \$5 million; paired with other CDOT Funds: \$3 million
- Project Estimate \$10 million
- This project merges prior 27+ ID#s 1010 and 1642 into operational and safety improvements at intersection of US24A & CO67F in Divide. Improves intersection with noted lane balance/merge and sight distance safety issues.
- By improving intersection geometry, lane transitions and auxiliary lanes, this project will reduce crashes and improve overall safety. The current intersection has high crash reduction potential with 51%/62% higher crashes/severe crashes than predicted safety performance.



Region 2 Project Highlight: CO9C Resurfacing and Subgrade Stabilization Repairs



Fix
Our
Roads



CO9C Resurfacing and Subgrade Stabilization Repairs (CFR TPR)

- CO-9 from Fairplay to Hoosier Pass
- FY 2027-30 Strategic Funds: \$8 million; paired with other CDOT Funds: \$8.5 million
- Project Estimate \$16.5 million
- Asset management resurfacing project, including repairs intended to address safety and subgrade stabilization concerns on highway south of Hoosier Pass. This is the first North-South contiguous state highway west of Denver and key mountain pass connecting rural communities.
- Resurfaces highway with MODERATE or POOR Driveability Life (DL); addresses some guardrail and safety concerns; includes subgrade stabilization work to decrease burden on CDOT Maintenance.



COLORADO

Department of Transportation

Questions for Region 2?

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Thank you!



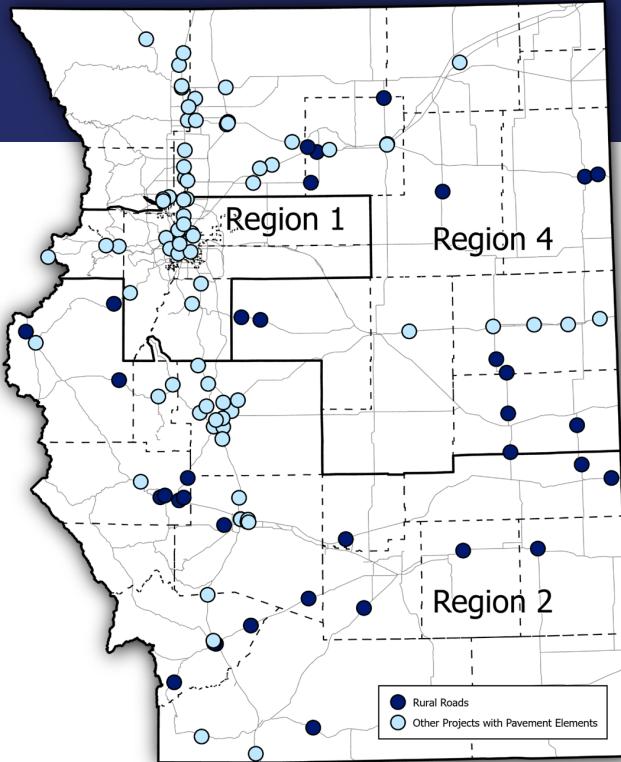
Central, Southeast, and Northeast Colorado Focus: Fix Our Roads Projects in Region 1, Region 2, and Region 4





Fix Our Roads

Maintaining the Commitment to Rural Roads in Regions 1, 2 & 4



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.

39 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 12A Resurfacing - Huerfano County
- CO 59 Resurfacing near Kit Carson North
- US 287 Kit Carson to Eads: MP 114 to MP 133

Another 64 projects will fix our roads as part of their scope, including:

- I-76 Keenesburg Overlay Preservation
- I-270 Corridor Improvements
- I-70 Concrete Reconstruction Genoa to Arriba: MP 367 to MP 380
- I-25 Resurfacing - Woodmen to CO 105



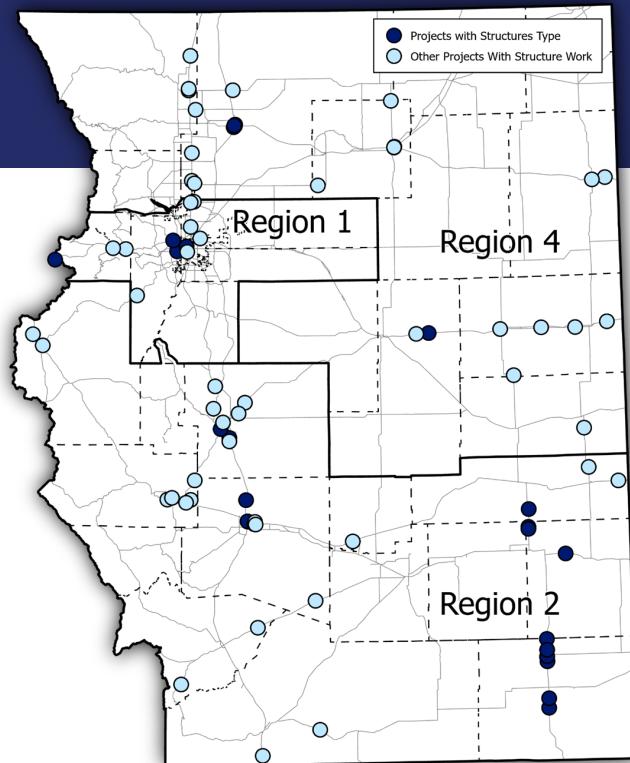
Fix Our Roads

Addressing Bridges and Structures in Regions 1, 2 & 4

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.

62 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
- I-70 Seibert Eastbound Part 2 & CO 57 Stratton Spur
- I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue
- I-70 and Kipling Street Interchange





Central, Southeast, and Northeast Colorado Focus: Advancing Transportation Safety Projects in Region 1, 2, and 4





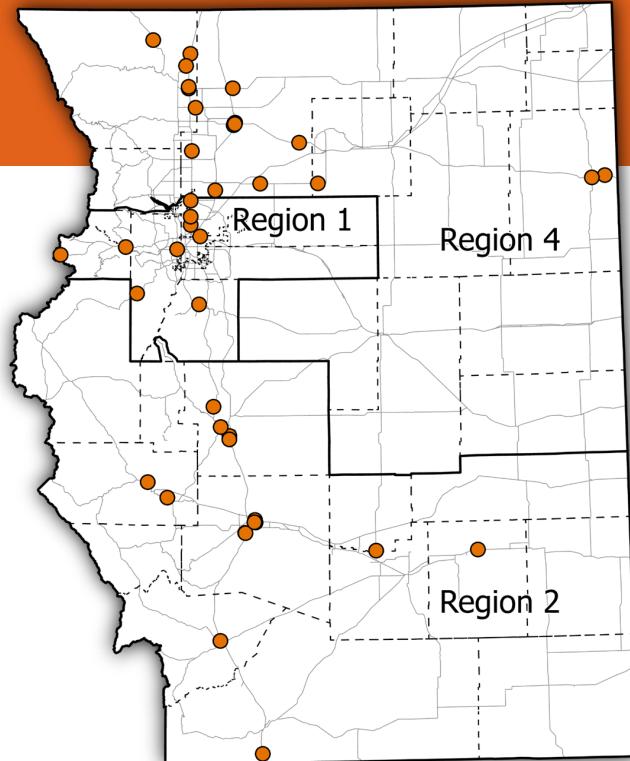
Advancing Transportation Safety

Investments towards Safer Travel in Regions 1, 2 & 4

The Advancing Transportation Safety goal focuses on making travel safer for all modes. Projects in these plans will include elements to improve the safety of the traveling public in CDOT Regions 1, 2 and 4.

37 projects include elements that will 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-25 and CO 45 Interchange Safety Improvements
- US 85 Corridor Improvements, Brighton to Fort Lupton
- US 34 Passing Lanes & Safety Improvements from Deerfield to Wiggins





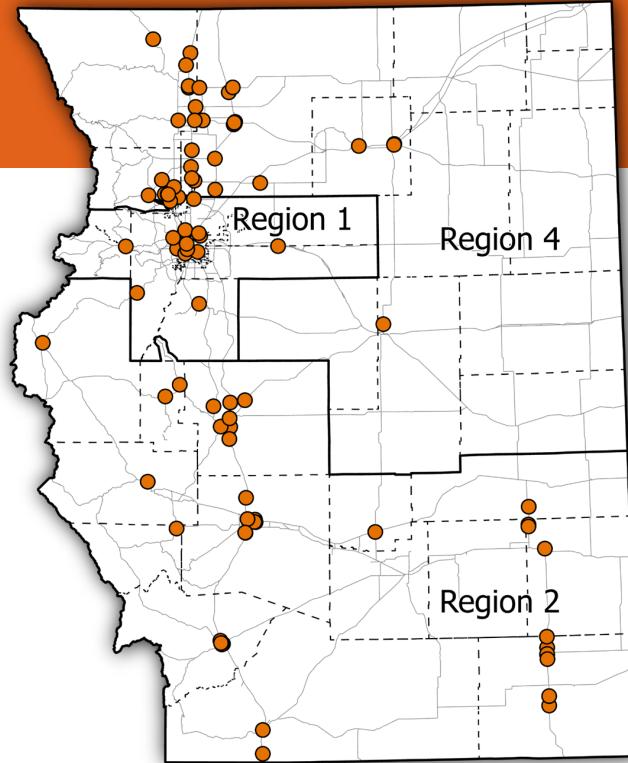
Advancing Transportation Safety

Safer Intersections in Regions 1, 2 & 4

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.

67 projects include elements to make intersections safer including:

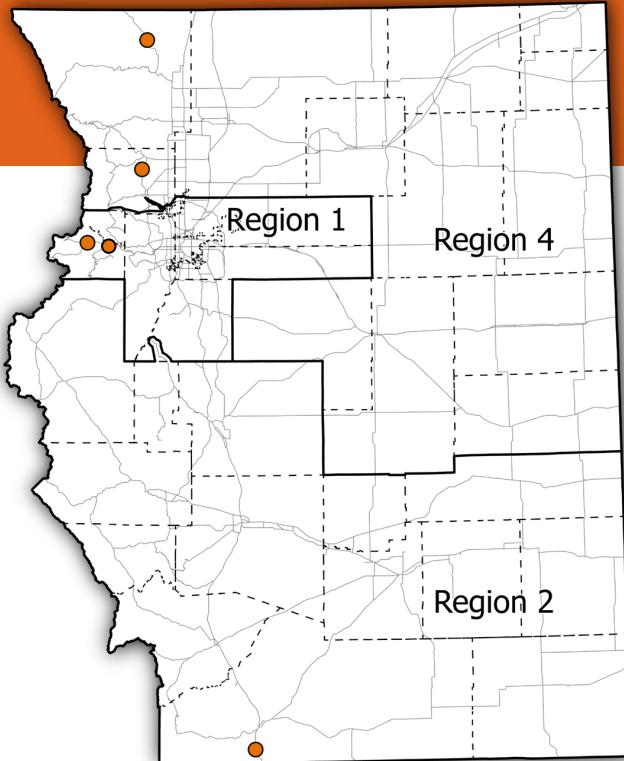
- I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue
- Colfax Stadium Safety Access Improvements
- Federal Boulevard BRT Phase 1
- US 287 Corridor Improvements: US 36 to CO 66
- US 34/US 287 Intersection Safety and Multimodal Improvements
- I-25 Wellington Preliminary Interchange Design & Pedestrian Crossing
- I-25 and CO 45 Interchange Safety Improvements





Advancing Transportation Safety

Reducing Wildlife Collisions in Regions 1, 2 & 4



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.

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

- I-70 West: Floyd Hill
- I-70 West: Empire Wildlife Crossing
- I-25 Raton Pass Wildlife Safety Improvements
- US 36: Boulder to Lyons Safety Improvements
- US 287 Passing Lanes and Safety Improvements



Central, Southeast, and Northeast Colorado Focus: Sustainably Increase Transportation Choice Projects in Region 1, 2 and 4



Sustainably Increase Transportation Choice

Supporting Transit Services in Regions 1, 2 & 4

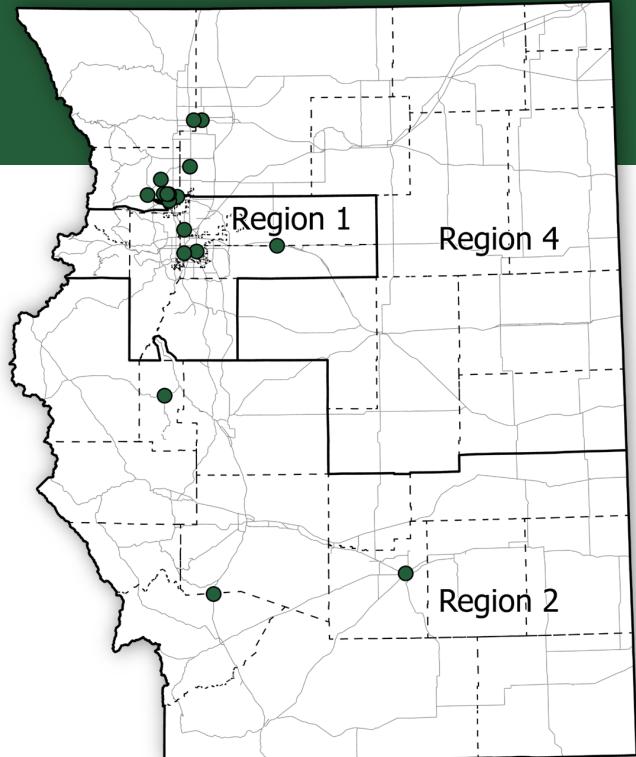
Supporting transit services throughout the Front Range will also provide transportation choice for travel within communities and includes continued investment in the 10-Year Plan.

Bustang will be supported by \$60,000,000 in investment in its fleet in the 10-Year Plan, supporting routes such as:

- Bustang North Line (Denver to Ft. Collins)
- Bustang South Line (Denver to Colorado Springs)
- Outrider Routes along the Front Range

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

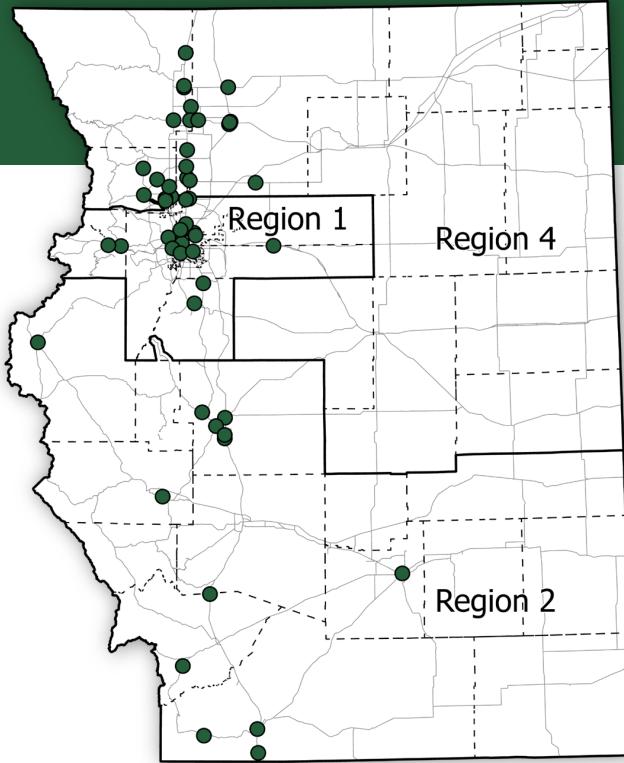
- Federal Boulevard BRT
- Pikes Peak State College North & South Mobility Hubs
- I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25 & North Pueblo Mobility Hub
- Colorado Boulevard BRT
- CO 119 Bus Rapid Transit, Safety and Mobility Improvements
- US 34 Transit Planning & Capital between Loveland and Greeley





Sustainably Increase Transportation Choice

Supporting Active Transportation in Regions 1, 2 & 4



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 on the Front Range.

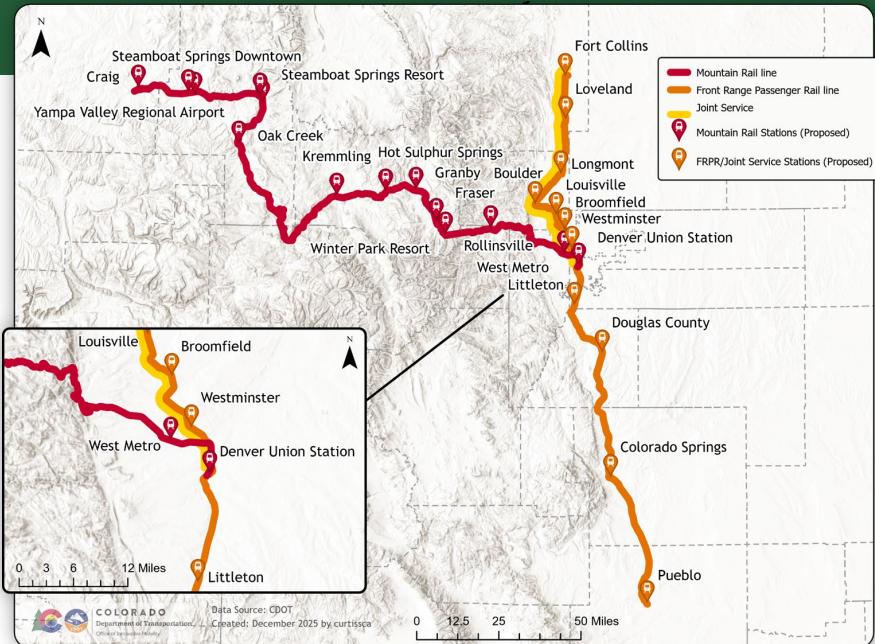
54 projects will also include active transportation elements including:

- CO 7 Priority Intersection Improvements
- I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue
- US 6 and Wadsworth Boulevard Interchange
- US 36/28th Street and CO 93/Broadway Intersection Improvements
- CO 7 Corridor Improvements: 95th Street Safety, Transit and Multimodal Improvements
- CO 392 Resiliency and Multimodal Improvements from Highland Meadows to Colorado Boulevard: MP 101.5 to MP 102.
- CO 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad
- CO 115 between Canon City and US 50 Rural Paving and Safety Improvements



Sustainably Increase Transportation Choice

Joint Service and Front Range Passenger Rail



Implementing Interregional Travel Along the Front Range over the next Decade to provide choice in Transportation Options

Joint Service Passenger Rail:

- Inter-Governmental Agreement (IGA) between the parties established the Joint Service Executive Oversight Committee.
- Passenger rail use agreement negotiations, initiated with BNSF August 2025, are ongoing

Front Range Passenger Rail:

- CRISI 2020 grant to fund Service Development Plan.
- Front Range Passenger Rail District created 2021 (evolved from Southwest Chief Commission).
- Front Range Passenger Rail Corridor accepted into the Corridor Identification Program (CIDP).
- FRPR District is current sponsor.



10-Year Plan Development: Supporting Our Performance Goals





10-Year Plan Development

How the Plan helps move Transportation Forward

Strategic Investments created through partnership with local stakeholders.

Addresses Statewide and Regional Needs

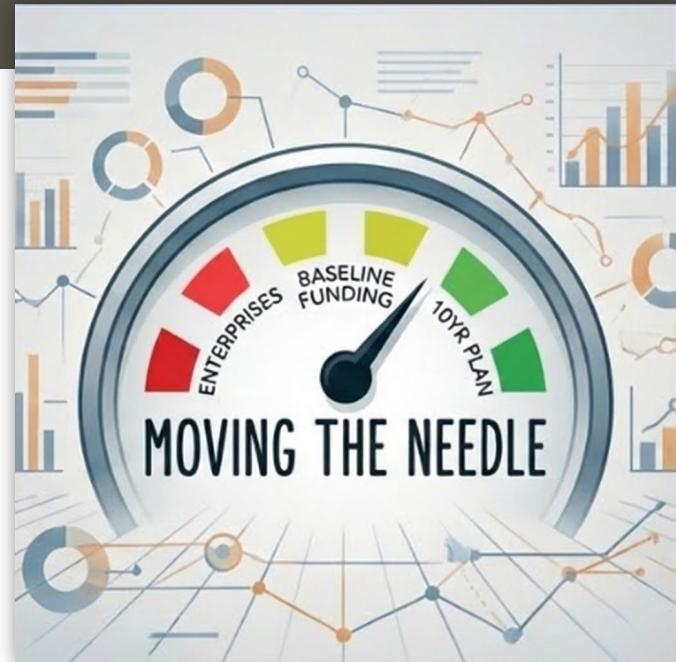
- Identified projects based off an engagement progress with local planning partners over the past year and half, addressing issues on a local, regional and statewide level.

Helping to Improve CDOT's Assets

- Fixing assets in the worst condition throughout the state through the rural paving program and targeted investments on the interstates.
- Supplementing asset management programs annual funding and addressing areas that may not have received projects due to limited resources.

Creating a framework for investment and cooperation

- Creates the pipeline for major projects that allows for the enterprise to identify potential investments areas.
- Allows for local partnership in projects that can help improve overall project concept and delivery.





Meeting Performance Targets

Supporting Asset Management

CDOT seeks to address the funding gap with the 10-Year Plan and other strategic investments.

New 10-Year Plan - Addressing Backlog of Poor Assets

- More than half (53%*) of projects include pavement and bridge asset management elements.
- Increases CDOT's annual pavement investment by 65%* (compared to Surface Treatment budget alone)
- Lane miles treated: Equivalent to 7 years* of Surface Treatment Program.

Additional Funds:

- TC infusions of \$80M for pavement in 2025, \$65M for culverts in 2023 as recent examples.
- Ongoing increases to Bridge and Tunnel Enterprise budget through higher fee revenue.



*10YP figures are tentative estimates as of November 2025.



Funding the 10-Year Plan

Partnership with CDOT Enterprises

Partnering with the enterprises helps provide the resources to make the 10-Year Plan successful.

The enterprises within CDOT have previously supported the 10-Year Plan by providing/planning to provide over \$1 billion towards projects within the plan since 2019.

The five CDOT enterprises are anticipated to be investing approximately \$5.2 billion in Colorado's transportation system over the next ten years.

- **Colorado Bridge and Tunnel Enterprise (BTE):** Finances, repairs, reconstructs, and replaces designated bridges and tunnels in Colorado.
- **Colorado Transportation Investment Office (CTIO):** Develops and manages innovative financing for transportation projects.
- **Clean Transit Enterprise (CTE):** Focuses on public transit electrification, including funding, grants, and rebates for related projects.
- **Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME):** Supports projects that reduce air pollution and traffic in areas failing to meet air quality standards.
- **Fuels Impact Enterprise:** Addresses the environmental and health impacts of fuel transportation and vehicle emissions.



Compliance with the GHG Planning Standard

10-Year Plan and coordination with MPO Partners

Along with CDOT's MPO partners, all new regional transportation plans have met or exceeded GHG reduction goals.

CDOT's 10-Year Plan meets reduction standards required under the GHG Reduction Planning Standard for the non-MPO areas of the state.

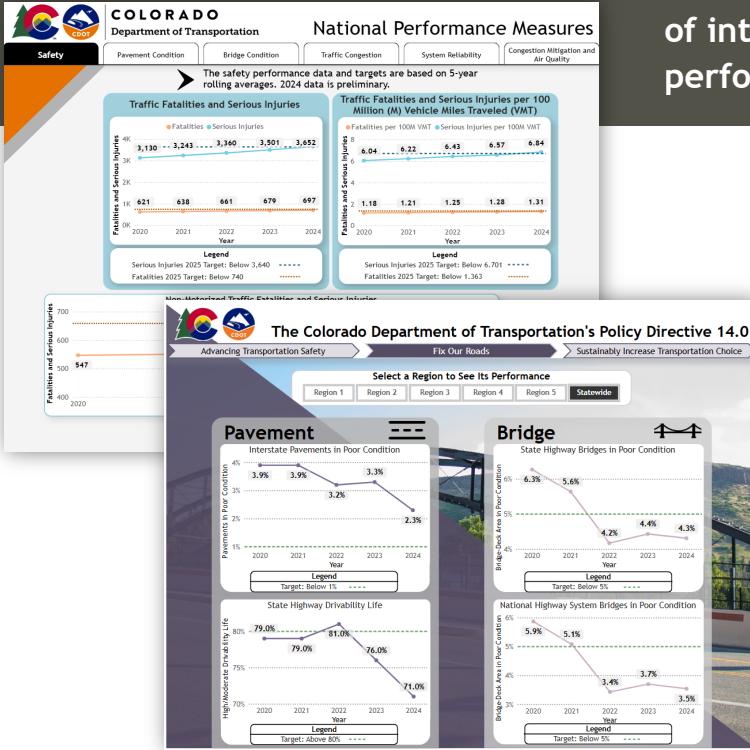
- The 10-Year Plan was developed and modeled in close partnership with Colorado's MPOs to ensure full compliance with the Greenhouse Gas (GHG) Planning standard, ensuring our strategic investments align with statewide climate and air quality goals.
- CDOT's GHG Transportation Report for the 10-Year Plan meets the reduction levels outlined in the planning standard
- Along with four of the five MPO submitting GHG Transportation Reports for their plans, reduction levels for the entire state are being met as outlined by the standard.

Compliance Year	2030	2040	2050
Table 1 Required GHG Reduction Amount (MMT)	1.50	1.20	0.70
GHG Reductions Achieved by DRCOG RTP (2050 Metro Vision)	0.84	0.74	0.46
GHG Reductions Achieved by NFRMPO RTP (2050 RTP)	0.12	0.11	0.08
GHG Reductions Achieved by PPACG RTP (2050 LRTP)	0.34	1.15	0.63
GHG Reductions Achieved by GVMPG RTP (Moving Swiftly to 2050)	0.02	0.02	0.02
GHG Reductions Achieved by CDOT FY27-36 Non-MPO Area 10-Year Plan	0.43	0.30	0.22
Table 1 Required GHG Reduction Amount (MMT)	1.75	2.32	1.41
Compliance Achieved?	Yes	Yes	Yes



Does the 10-Year Plan Make a Difference?

Here's how we measure it



To support data-driven decision making, CDOT has developed a suite of interactive tools and dashboards that monitor our transportation performance measures.

Examples of these publicly available dashboards include:

- 10-Year Plan Project Status & Funding Dashboard
- Policy Directive 14 Dashboard
- Pavement Condition Dashboard
- Bridge Condition Dashboard
- National Performance Measure Dashboard
- Colorado Crash Data Dashboard

Ongoing monitoring of our program of projects allows us to understand the impact of the 10-Year Plan and refine our strategic investments throughout the life-cycle of the plan.



Finalization Schedule & Next Steps





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

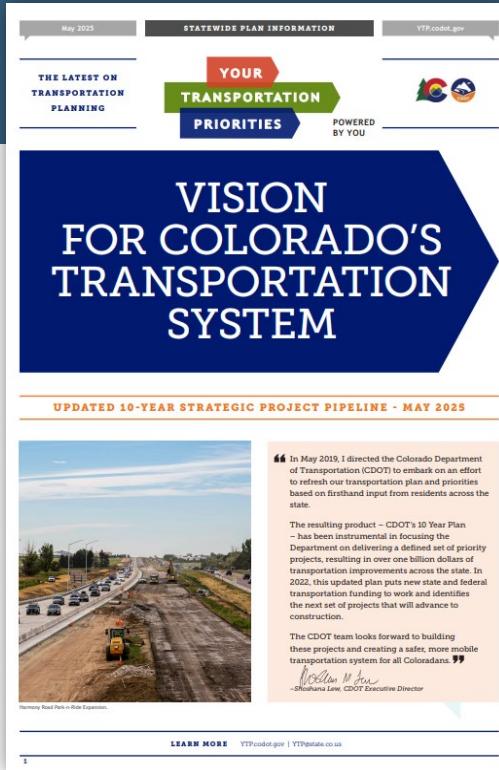
The collage includes the following elements:

- I-70 Floyd Hill Project | Construction**: A page showing construction progress with a bar chart and text: "On Monday, Nov. 3, 2023, the first section of the I-70 Floyd Hill Project will open to traffic. Expect major construction activity from 9 a.m. to 3 p.m. daily." and "For more information, visit [codot.gov](#)."
- Accountability Dashboard**: A page titled "10-Year Plan Project Status & Funding" with a bar chart showing "Total Estimated Cost" of \$11.3bn and "Total Strategic Funds" of \$4.0bn.
- 2024 Project Accomplishments**: A page featuring a large "2024" and "Project Accomplishments" text, a bridge image, and a bar chart showing project type distribution: Post-tensioned concrete 65%, Other 18%, Bridge & Tunnel Enterprise (BTE) 13%, and Other 4%.
- VISION FOR COLORADO'S TRANSPORTATION SYSTEM**: A page with a large arrow graphic and text: "UPDATED 10-YEAR STRATEGIC PROJECT PIPELINE - SEPTEMBER 2022". It includes a quote from Governor Polis: "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 fresh input from residents across the state." and "The resulting product – Colorado's 10 Year Plan – has been developed to focus on the Colorado Department's mission of delivering a defined set of priority projects, resulting in over one billion dollars of transportation investment over the next 10 years. This updated plan puts new state and federal transportation funding to work and identifies the next set of projects that will advance to construction."



Next Steps

Future Workshops and Completion of the Plan



Roadmap for Plan Adoption

10-Year Plan Public Comment Period

- Public Comment Period is open now through the end of this week.
- Public can send comments to CDOT through codot.gov.

10-Year Plan Adoption

Concluding a public comment period and final updates, the plan will be brought forward for adoption by the Commission.

Adoption of the plan will set the framework for project development, budget development, and finalization of the next STIP in April 2026.



10-Year Plan Completion Schedule (2)

10-Year Plan Completion Schedule

Version: 12/15/2025





Attachment B - 10-Year Plan Terms and Definitions

Status Report View of the 10-Year Plan Document (Available for Public Review and Comment on the [CDOT Website](#))

These bullets explain the columns that appear in Attachment B for each of the projects for all four sections of the 10-Year Plan Project Table.

- **Project Type:** Indicates the primary project type(s), as noted earlier in this document.
- **Strategic Funding:** Determines the amount of strategic funding for the three periods that are planned to be allocated (or have been allocated) to a specific project, as approved by the Transportation Commission. For the purposes of these documents in the Transportation Commission Packet, these are proposed allocations until adopted.
- **Other Funding:** Indicates (through a “YES” in the column) other funding sources (state, federal, local, grants, enterprise funding, etc.) will be utilized to deliver the project.
- **Total Est. Project Cost:** Planning-level estimate of how much a project will cost in total. Estimates may include approved, other, planned and yet to be approved funding streams.
- **Regionally Significant Capacity Project:** A transportation capacity project is a project that results in changes to a transportation facility, including a roadway, transit service or parking facility, which improves travel time reliability or increases the maximum throughput. A regionally significant capacity project is a transportation capacity project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail centers, sports complexes, etc., or transportation terminals as well as most terminals themselves), and would result in demonstrable changes in travel demand modeling outcomes of a regional or statewide transportation network.
- **Note on Dollar figures:** All numbers greater than \$1,000,000 are represented in millions of dollars. Any number under \$1,000,000 is represented in thousands.

Project Types & Project Elements

Project Types:

Categories for a project’s primary purpose or project delivery outcome. The categories available include:

- **Rural Paving** - primary purpose is to improve pavement condition of rural highways
- **Transit** - primary purpose is to add or expand transit services
- **Interstates** - primary purpose is to improve pavement condition of Interstates
- **Safety** - primary purpose is to improve safety of the traveling public
- **Structures** - primary purpose is to improve condition of bridges, culverts or walls
- **Intersections/Operational** - primary purpose is to improve or reconstruct intersections and/highway operations
- **Active Transportation** - primary purpose is to add or expand bike and pedestrian infrastructure
- **Freight** - primary purpose is to add or improve freight-specific infrastructure on state highways
- **Roadway Capacity** - primary purpose is to add general purpose or managed lanes of one centerline mile or greater, or add intersections/interchanges where they previously did not exist.
- **Urban Paving** - primary purpose is to improve pavement condition of a highway (non-Interstate) located in an urban area (inside the primary MPO/MPA boundary).

Project Elements

Identifies, at a high-level, a part of the proposed scope of the project and what is expected to be delivered.

- **Regionally Significant Capacity Projects** - Projects that have capacity improvements and are deemed regionally significant, as defined in the following document: [Regionally Significant Transportation Capacity Projects](#). All Regionally Significant Capacity Projects must be indicated on 10-Year Plan documents and will be modeled for compliance with the GHG Planning Standard.
- **Highway Capacity Improvements** - a project that results in changes to a transportation facility, including a roadway, parking facility, which improves travel time reliability or increases the maximum throughput. On urban roads, a capacity improvement consists of a project at least one-centerline mile in length. In rural roadways (defined below), a capacity project is at least one-centerline mile in length where the vehicle volume to capacity ratio (V/C) equals or exceeds 85%. If the V/C is less than 85% in a rural area, a TCP will need to be at least two-centerline miles in length. A centerline mile is measured from the start of the project to the terminus of the project.
- **Pavement Preservation or Rehabilitation (Resurfacing)** - Projects that will deliver treatments to preserve the life of the pavement or deliver rehabilitation of pavement such as resurfacing. Please see the [CDOT Transportation Asset Management Plan](#) - Page 46 for more details.
- **Pavement Reconstruction** - Projects that will deliver a complete reconstruction of existing pavement, including completely removing and replacing the existing

pavement structure, including base layers, often to address severe damage and structural issues.

- **Structure Preservation or Rehabilitation** - Activities that prolong the life of the structure by arresting deterioration or re-establishing element protection without changing the condition rating OR repairs expected to prolong the life of the structure and improve an element- or component-condition rating. A structure can include bridges or culverts. Please see the [CDOT Transportation Asset Management Plan](#) - Page 50 for more details.
- **Structure Replacement/Reconstruction** - Complete replacement of an existing structure, without adding additional capacity. A structure can include bridges, culverts, or walls.
- **Adding/expansion of Shoulders** - Project proposes to add shoulders to highways without them or expand the width of existing highway shoulders.
- **Adding/expansion of Passing Lanes** - Project proposes to add lanes to allow for safe passing of vehicles on highways. Also projects look to expand the length of existing passing lanes. These lanes cannot be greater than two miles in total continuous length (will be considered capacity expansions) as noted in the definition for highway capacity improvements.
- **Transit Elements** - Projects that will include elements related to transit including capital acquisition, development of transit lines, mobility hubs, and other related improvements for bus and/or train routes.
- **Adding/expansion of sidewalks/bike/multiuse paths** - Projects that include sidewalks, pedestrian facilities or bicycle facilities as part of the project scope.
- **Intersection Improvements** - Projects that include intersection, and/or interchange improvements, aimed at improving or enhancing the safety, efficiency, and functionality of a specific intersection, encompassing various improvements like traffic signals, pavement markings, and pedestrian infrastructure.
- **Safety Features** - aimed at improving the safety of the transportation system for all users by implementing strategies, programs, and policies that reduce crash risk, fatalities, and serious injuries. Elements could include guardrail, stripping, intersection or pedestrian crossing, etc.
- **Resiliency Features** - Projects that incorporate risk management strategies for flood, post-fire debris flow, geohazards, fire, or snow (avalanche) events. See [CDOT's Resilience Improvement Plan](#)
- **Other** - Any other type of elements not captured in the other selections.



Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz, Director, Division of Transportation Development (DTD)
Date: February 5, 2026

Subject: PD 1601 (Interchange Approval Process)

Purpose

To provide STAC with an overview of the policy and procedures for the interchange approval process in PD 1601 and identify considerations for potential updates to the Policy Directive.

Action

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

Background

The 1601 Policy and Procedural Directives outline the requirements and steps to approve a new interchange or interchange modification on the state highway system. The [Policy Directive \(PD\) 1601.0](#) was most recently updated on April 21, 2021, and the [Procedural Directive \(PD\) 1601.1](#) was most recently updated on June 7, 2022 to incorporate requirements for Transportation Demand Management (TDM) for new interchanges and some interchange modifications. Both the Policy and the Procedure are due soon for a 5-year review, and updates are under consideration to improve clarity. In 2023, the [1601 TDM Manual](#) was created to provide guidance on the TDM strategies and processes.

The attached presentation provides an overview of the current policy and procedure for approving new interchanges and interchange modifications, along with some considerations for potential updates to the policy directive. The presentation describes the goals of the policy; the role of Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs); the components of the System Level Study (SLS); how the Policy relates to the [GHG Transportation Planning Standard](#); and the purpose, requirements, and process for the TDM requirement.

Next Steps

Next steps include identifying additional opportunities for clarification in the PDs, drafting updates to the Policy Directive and Procedural Directive, discussing the updated draft Policy Directive and key aspects of the updated draft Procedural Directive with STAC, and finalizing the updates. The updated Policy Directive is subject to approval by the Transportation Commission and the Procedural Directive is subject to approval by the Executive Director.

Attachments

Attachment A: PD 1601 (Interchange Approval Process): Overview & Potential Updates presentation



COLORADO
Department of Transportation

PD 1601 (Interchange Approval Process): Overview & Potential Updates

Statewide Transportation Advisory Committee (STAC)
February 5, 2026



Policy Directives and Procedural Directives

CDOT Has Over 100 Policy and Procedural Directives

Policy Directives set broad goals and requirements for the department and are approved by the Transportation Commission.

- PD 14.0: “Policy Guiding Statewide Statewide Transportation Plan.”
 - Overarching policy and objectives for the development and implementation of Colorado's 2050 Statewide Transportation Policy Plan
- PD 703.0: “Annual Budget, Project Budgeting, and Cash Management Principles”
 - Determines how staff will submit annual budget, projects budget or other budgetary matters to the Transportation Commission.

Procedural Directives explain processes, provide implementation details to Policies, or set policies for personnel issues under the purview of the Executive Director. Procedural Directives are approved by the Executive Director.

- PD 46.1 “Cell Phone and Mobile Device Procedure”
 - Establishes uniform guidelines for proper use of cell phones and other mobile devices for work related purposes.
- PD 207.2 “Out-of-State Travel”
 - Establishes guidelines for out-of-state travel to ensure alignment with state fiscal rules.

Line	Budget Category / Program	Fiscal Year (FY) 2019-20 Revenue Allocation Plan			Fiscal Year of New Allocation Plan	Fiscal Year of Old Allocation Plan	Fiscal Year of Old Allocation Plan	Funding Source
		A. Rollforward from FY 2018-19 Allocation Plan	B. FY 2019-20 Allocation Plan	C. FY 2019-20 Proposed Allocation Plan				
1	Colorado Department of Transportation (CDOT)	\$0.00	\$100.00	\$487.14	\$487.14	\$487.14	\$487.14	State
2	Asset Management	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
3	Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
4	Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
5	Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
6	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
7	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
8	CDOT New Projects - Capital Asset Management	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
9	CDOT New Projects - Construction	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
10	CDOT New Projects - Maintenance	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
11	CDOT New Projects - Safety	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
12	CDOT New Projects - Environment	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
13	CDOT New Projects - Compliance	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
14	CDOT New Projects - Mobility	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
15	CDOT New Projects - Capital Assets	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
16	Right Projects	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
17	CDOT Right-of-Way Operations	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
18	CDOT Asset Management	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
19	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
20	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
21	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
22	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
23	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
24	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
25	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
26	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
27	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
28	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
29	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
30	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
31	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
32	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
33	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
34	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
35	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
36	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
37	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
38	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
39	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
40	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
41	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
42	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
43	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
44	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
45	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
46	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
47	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
48	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
49	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
50	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
51	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
52	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
53	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
54	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
55	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
56	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
57	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
58	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
59	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
60	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
61	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
62	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
63	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
64	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
65	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
66	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
67	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
68	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
69	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
70	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
71	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
72	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
73	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
74	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
75	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
76	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
77	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
78	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
79	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
80	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
81	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
82	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
83	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
84	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
85	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
86	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
87	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
88	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
89	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
90	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
91	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
92	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
93	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
94	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
95	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
96	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
97	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
98	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
99	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
100	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
101	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
102	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
103	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
104	Business Continuity	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
105	Emergency Water Quality Mitigation	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
106	CDOT Right-of-Way	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
107	CDOT Quality Framework	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
108	CDOT Program Initiatives	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
109	CDOT Human Resources	\$0.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	State
110	Business Continuity	\$0.00						



What are PD 1601.0 and PD 1601.1?

The 1601 Policy and Procedural Directives outline the requirements and steps to approve a new interchange or interchange modification on the interstate, freeway, or state highway system.

- PD 1601.0: “Interchange Approval Process”
 - Establishes fair and consistent policies for new interchanges and modifications to existing interchanges
 - Identifies 3 categories (Type 1, 2, 2a) of proposals, describes cost sharing requirements, and approval steps (initial IGA, System Level Study (SLS), NEPA, final IGA, extensions and expiration of approvals).
 - Mandates Transportation Demand Management (TDM) requirements for certain types of proposals and sets the “goal” that “TDM strategies should result in a 3% or greater average traffic reduction” in MPO areas and “a 1% or greater ADT reduction... outside MPO Boundary Areas.”
- PD 1601.1: “Requests for Interchange Access and Modifications to Existing Interchanges on the State Highway System”
 - Establishes fair and consistent procedures for new interchanges and modifications to existing interchanges
 - Provides details to each step of the 1601 analysis and approval process for both CDOT requests and local government requests
 - Details TDM requirements, provides a “scorecard” for TDM improvements and activities and introduces the concept of a “good faith effort” analysis to reduce traffic on the interchange using the TDM strategies described in the PD



Why Update PD 1601.0 and PD 1601.1?

PD 1601.0 was last updated on April 21, 2021 with the inclusion of the TDM requirements

- Recommends a review by April 2026

PD 1601.1 was last updated on June 7, 2022, following the TC's adoption of the updated Policy

- Recommends a review by June 2027

1601 TDM Manual created in October 2023 to provide guidance on 1601 procedures and TDM requirements

Opportunity to incorporate “lessons learned” from interchange projects following adoption of the updated directives

- Type 1: Crystal Valley Interchange, November 2023
- Type 1: I-76 & Weld County Road 8, March 2024
- Type 1: Greeley “MERGE”, December 2024



1601 Process Overview

1. Pre-application meeting(s)
2. Initial Intergovernmental Agreement (IGA)
3. Prepare a System Level Study (SLS)
4. CDOT Approval of SLS
5. Approval by MPO/TPR Board (consistent with constrained RTP and TIP)
6. Conceptual design and National Environmental Policy Act (NEPA) approval process
7. Final IGA



*Not all 7 steps needed for Type 2a or CDOT-initiated improvements



Role of TPRs and MPOs

- Interchanges must connect to regionally significant roadways*, a regionally significant publicly owned facility, or enhance system ops/safety
 - *Roadways classified as principal arterial or as regionally significant in the adopted MPO Regional Transportation Plan (RTP) or other approved plans
- New interchanges and modifications that add capacity must be included in the fiscally constrained RTP, Transportation Improvement Program (TIP), Statewide Transportation Plan (SWP) and Statewide Transportation Improvement Program (STIP)
 - Typically, this is done after the System Level Study (SLS)
 - If included in the fiscally constrained RTP prior to SLS, CDOT requests the plan specify:
 - the interchange will be funded with local dollars
 - inclusion of the interchange in the plan does not indicate support by the TC or CDOT
 - the interchange is subject to requirements of PD 1601



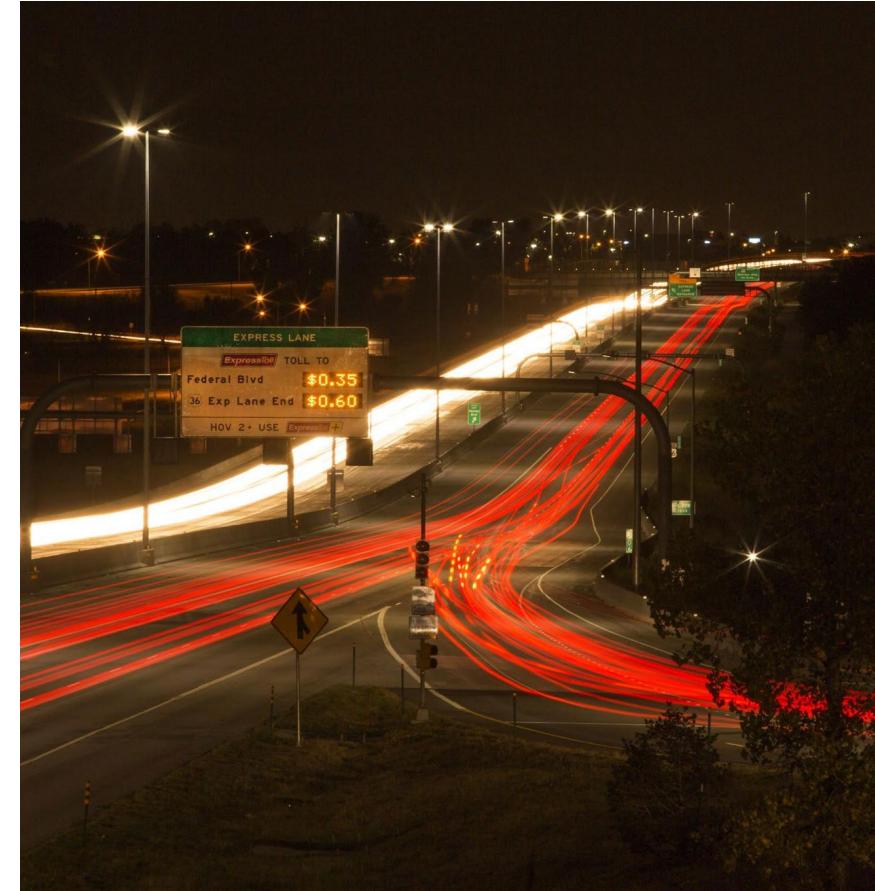
System Level Study (SLS)

SLS Purpose

- Identify the short-term and long-term environmental, community, safety, and operational impacts of the project on the state highway system and surrounding transportation system
- Inform decision makers on whether the project is in the public interest

SLS Contents

- screening analysis of alternatives
- traffic impact analysis
- preliminary financial plan
- interchange management plan
- TDM plan





Why include TDM in 1601?

- TDM strategies provide alternatives to single-occupancy vehicle travel, reducing Average Daily Traffic (ADT) at the interchange
- Provides local benefits
 - Improves health outcomes, economic activity, social mobility, and decreases congestion
- Aligns with State goals
 - GHG Roadmap 2.0
 - Transportation Vision 2035
 - PD 14
- TDM is included in PD 1601 to "preserve the long-term functionality of the constructed interchange improvement" by:
 - promoting multimodal options
 - providing alternatives to travel in single-occupancy vehicles
 - reducing congestion

PD 14 Goals



Advancing
Transportation
Safety



Fix Our Roads

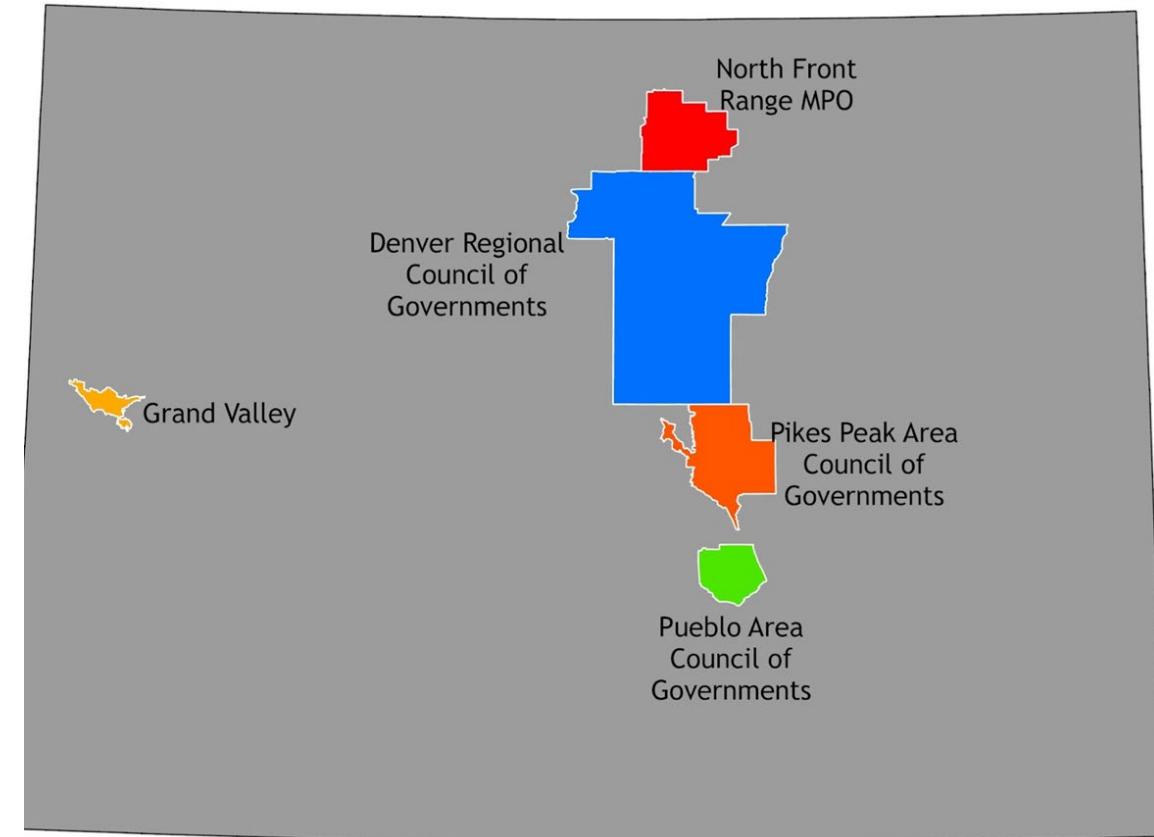


Sustainably
Increase
Transportation
Choice



TDM Strategy Goal and Evaluation

- TDM strategies should result in:
 - In MPO areas: a 3% or greater Average Daily Traffic (ADT) reduction at the interchange ramps on opening day
 - Outside MPO areas: a 1% or greater ADT reduction at the interchange ramps on opening day
- TDM strategies may be phased in over 5 years from opening day of the interchange
- Two pathways for modified/reduced TDM requirements:
 - Good faith effort determination (provides more time)
 - Waiver (reduces or eliminates the requirement)



*TDM Training is available from the Office of Innovative Mobility (OIM).
Email Thomas.Joyce@state.co.us for more info*



TDM in PD 1601 + GHG Transportation Planning Standard

TDM in PD 1601

- Goal: Reduce ADT on the ramps to preserve functionality of the interchange improvement. Additional benefits listed in the policy:
 - offer mode choice
 - reduce VMT
 - reduce congestion
 - reduce GHG emissions
- Geographic Scale: Vicinity of interchange project
- Format: Policy Directive + Procedural Directive (plus some aspects in the Access Code)
- Eligible strategies: TDM implemented by applicant that reduces ramp ADT

GHG Transportation Planning Standard

- Goal: Reduce GHG emissions, improve air quality, and provide more travel options based on slate of planned projects
- Geographic Scale: Large planning area (MPO area or the non-MPO area)
- Format: Planning Rule + Policy Directive
- Eligible strategies: Any planned project or mitigation measure that reduces transportation emissions

*Consider referencing the GHG Planning Standard in PD 1601.
e.g. overlap, distinctions, ability to use certain strategies in both processes



Aspects Identified for Updates

Types and Definitions of Interchange Improvements

- Lack of clarity between Type 2 and Type 2a*
- Inconsistencies in Type 1 definition in the Policy and Procedural Directives

Lessons Learned from TDM Requirements

- Modeling versus Scorecard approach
- Consideration of “Good Faith Effort”*
- Bringing TDM Manual into Procedural Directive

Other provisions that have not received much attention in the past

- Level of Service (LOS) reference*
- Clarity on Financial Plan and timing for applicant securing funding
- Connection to “regionally significant roadway” requirement*



*Included in the Policy Directive



Policy Directive Overview (1 of 2)

Stated Goals

- Evaluate interchange proposals in a fair and consistent manner
- Provide flexibility that recognizes the unique circumstances of each proposal
- Provide sufficient information for an informed decision
- Minimize duplicative analytical, regulatory and procedural requirements

Key Requirements

- Applicant is responsible for all costs of project development and construction and maintenance costs for new interchanges, in perpetuity
- TC must approve CDOT participation in any cost-sharing proposal
- Dictates when a connection can be made to the state highway system (based on regional significance or overall improvement to operations & safety)

*Consider clarifying if TC approval of cost-sharing can occur via IGA approval process per PD 703.0.



Policy Directive Overview (2 of 2)

Key Requirements, Continued

- Identifies three types of proposals with different approvers
- Identifies the approval process
- Requires a System Level Study and preliminary financial plan for Type 1 and Type 2 proposals (not Type 2a)
- Requires TDM strategies and ADT reductions for certain proposal types
- If TDM is required, strategy commitments and phasing must be in the final IGA
- Encourages corridor planning by exempting a full systems analysis if interchange is consistent with an approved corridor optimization and access control plan
- Requires applicants to demonstrate significant progress toward implementation within three (3) years of the SLS approval, with two one-year extensions available



Proposal Types in the Policy

Type 1: New interchanges on the Interstate or Freeway System



Transportation Commission

Type 2: New interchanges not on the Interstate or Freeway System and modifications to existing interchanges



Chief Engineer

Type 2a: Minor interchange modifications that will have little or no impact to the state highway system or surrounding local transportation system, consistent with the definition and guidance provided by FHWA.



Regional Transportation Director (RTD)



Proposal Types in the Policy - Potential Update

Type 1: New interchanges on the Interstate or Freeway System



Transportation Commission

Type 2: New interchanges not on the Interstate or Freeway System and **modifications** to existing interchanges



Chief Engineer

Type 2a: Minor interchange modifications that will have little or no impact to the state highway system or surrounding local transportation system, **consistent with the definition and guidance provided by FHWA**.



Regional Transportation Director (RTD)

*Consider providing examples of major and minor modifications in lieu of reference to an FHWA document. Change Type 2a to Type 3.



TDM Requirements in the Policy

“As a goal, the recommended TDM strategies should result in a 3% or greater average daily traffic (“ADT”) reduction for the preferred alternative in Metropolitan Planning Organization (“MPO”) Boundary Areas and a 1% or greater ADT reduction for the preferred alternative outside the MPO Boundary Areas. The reduction threshold goal shall be calculated from the opening day of the new facility, or 5-years from opening day if the TDM strategies are implemented on a phased schedule for traffic conditions with the assumption that the interchange improvements have been built. The trip reduction goal applies to the traffic volumes for the interchange ramps (all movement) as identified in the System Level Study.”

*Consider updating policy and procedural directive to clarify that ADT reductions are required, not optional (to be paired with possible edit described on next slide)



Good Faith Effort & Waivers

Two pathways exist for modified/reduced TDM requirements:

- Good faith effort determination
 - Provides applicant more time (beyond the five years post-implementation)
 - Term mentioned in procedural directive; process defined in the TDM Manual; **not referenced in the Policy Directive**
- Waiver
 - Reduces or eliminates the TDM requirement
 - Eligibility & process defined in Procedural Directive
 - Concept referenced in the Policy Directive

*Consider adding reference to good faith effort pathway to the policy directive



Connection to State Highway Requirement in the Policy

“Interchange connections to the state highway system are intended to improve the operations and safety of the state highway system, serve regional travel purposes or provide access to regional destinations. Therefore, interchange **connections** from state highways must be to:

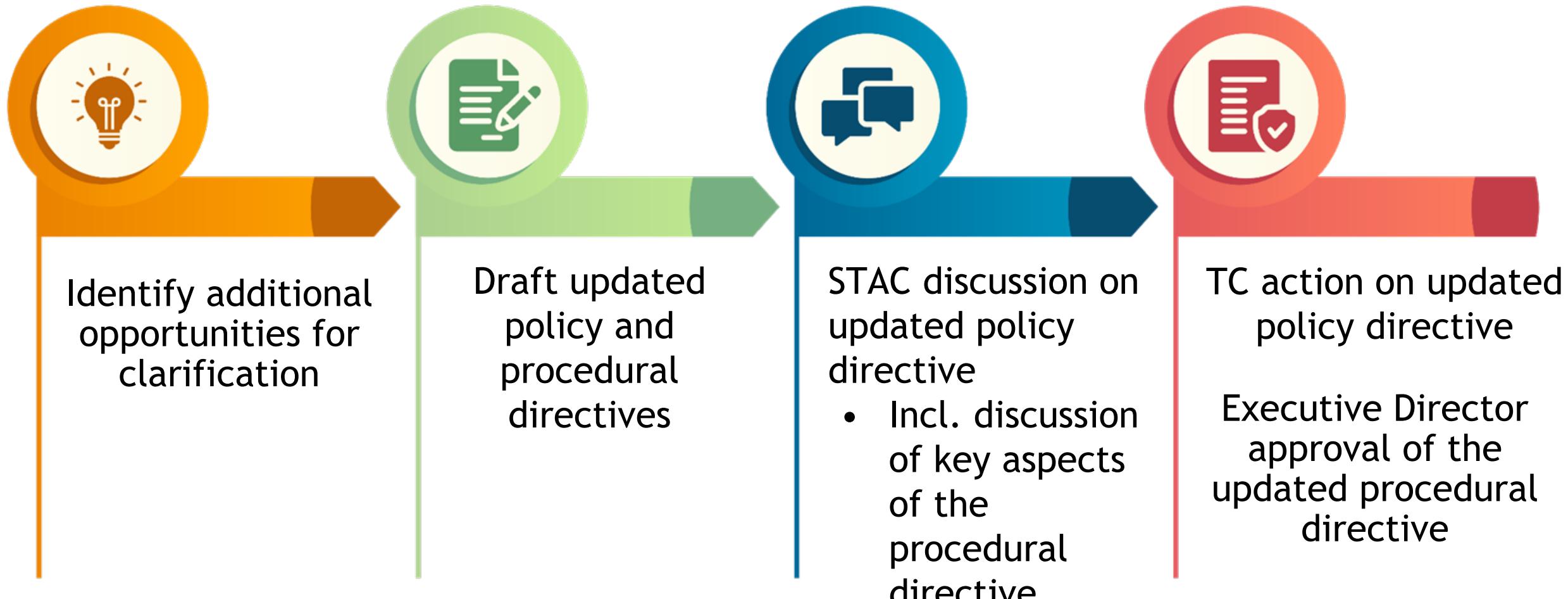
- regionally significant roadways or
- regionally significant publicly owned facilities, or
- result in a significant improvement in the operations and safety of the state highway system.”

“A regionally significant roadway is defined as a roadway classified as a **principal arterial or higher classification in the most recently adopted Metropolitan Planning Organization transportation plan** in urban areas, or if the roadway has been identified as regionally significant within an adopted Regional Transportation Plan, NEPA/environmental study, feasibility study, corridor optimization plan, or access management plan in which CDOT staff has participated and the Chief Engineer finds acceptable.”

*Consider defining “connections” (new interchanges? Modifications?). Update regionally significant roadway definition to reference CDOT’s functional classification as another option.



Next Steps





Department of Transportation

Questions?

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Director, Division of Transportation Development (DTD)
darius.pakbaz@state.co.us | 303.241.8097

Medora Bornhoft
Main Streets & Active Transportation Section Manager
medora.bornhoft@state.co.us | 303.757.9760



Statewide Transportation Advisory Committee (STAC) Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Director, Division of Transportation Development

Date: February 5, 2026

Subject: Transportation Alternatives Federal Grant
Program FFY27-29 Call for Colorado Projects

Purpose

CDOT staff will share an update regarding CDOT's next call for Transportation Alternatives Programs (TAP) grant awards for federal fiscal year (FFY) 2027-2029 funds.

Action

This agenda item is for discussion purposes only.

Background

The TAP program is a federally funded grant program with allocations provided to each state Department of Transportation. The Colorado allocation includes a small share for the Department of Natural Resources, as well as a larger distribution to each large MPO, and CDOT to award. This program is a discretionary grant program funding local communities' prioritized active transportation and community improvement projects. The information provided today is regarding the CDOT allocation of funds for grants.

The presentation will cover a program overview, program history in Colorado, eligible applications and projects, the timing for the call for new awarded projects, and an overview of how decisions will be made.

Next Steps

More details will be released via our [website](#) later this spring regarding the specific timeline and guidelines for the next call for grant funded projects. Please consider sharing this information with your interested communities.

Attachments

Presentation



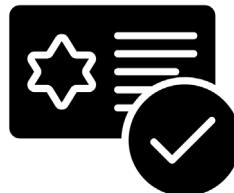
Transportation Alternatives Program

Planning for FFY 2027-2029 grant call
February 2026



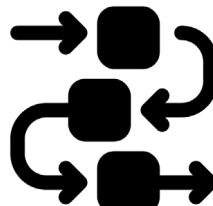
What?

Transportation Alternatives Program (TAP)



Smaller-scale transportation projects such as:

- Pedestrian and bicycle facilities
- Environmental Mitigation
- Historic/Scenic Activities
- Boulevards



Required process elements:

- Competitive process to determine selected projects
- Process must consider impact in priority areas as defined by the State.



History

13

Years of Program Investments

138

Projects Awarded to Communities

\$99M

Awarded to Local Projects



Colorado Allocation

Awarding Entities

Funds are distributed based on a formula. Projects are selected by a competitive process.

34.5%

Metropolitan Planning Organizations (MPOs)

- 34.5% is available to award by MPOs with an urbanized population of over 200,000 (DRCOG, NFR & PPACG)

58%

Colorado DOT (CDOT)

- 58% is divided between the CDOT regions
- Divided into regions via a formula of: 45% VMT, 40% lane miles, 15% truck VMT.

7.5%

Colorado Parks & Wildlife (CPW)

- 7.5% is allocated to the Recreation Trails grant program



Eligible Project Types

Pedestrian and Bike

- Pedestrian and bicycle facilities
- Safe routes to schools
- Vulnerable road user safety assessments
- Conversion of abandoned railway corridors to trails

Historic/Scenic Activities

- Outdoor advertising management
- Historic preservation & rehabilitation of historic transportation facilities
- Scenic turnouts and overlooks

Environmental Mitigation

- Vegetation management
- Archaeological activities
- Stormwater mitigation
- Wildlife management

Boulevards*

- Converting a former interstate system or divided highways into low-speed boulevards

**note: category with narrow eligibility*



Applicants



- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Nonprofit organizations
- Metropolitan Planning Organizations
- Transportation Planning Regions
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails



Timeline

Planning for Fall of 2026

More Details to be Released Spring of 2026

- Last call for projects covered FYs 2024-2026
- Will follow a similar review and scoring process to the last call
- Specific state and federal requirements will define scoring rubric

Bikeways

- Existing Bike Route
- Proposed Bike Route
- Existing Trails



*map image courtesy of Canon City, Colorado



Review Scoring

Regionally based review committees to include at minimum:



1 CDOT expert in transit



1 CDOT expert in active transportation



1 CDOT regional representative



1 representative from each TPR within a region



State & Federal Requirements

Federal	State
<ul style="list-style-type: none">✓ Active Transportation safety ORPublic Transportation access ORSpecific community or environmental improvements ✓ Address system gaps & connection	<ul style="list-style-type: none">✓ Community support✓ Strategic Economic Development: neighborhood centers & strategic growth laws✓ Address unmet needs in priority projects✓ Grantee capacity & project readiness



Neighborhood Centers

- Voluntary designation by local gov'ts. [Department of Local Affairs \(DOLA\) process for review and approval.](#)
- Current or planned transit corridors, downtowns, main streets, or other walkable mixed-use neighborhoods
- These places often have unique needs for:
 - Context sensitive design
 - Complete streets
 - Pedestrian and bicyclist safety





Strategic Growth Laws

State of Colorado EO D 2025 011 Strategic Growth



DOLA monitors compliance (7 laws) on the [Compliance Dashboard](#)

Jurisdictional compliance statuses as of **January 1, 2026**. For more information about the classifications in this dashboard, please visit: [Compliance Framework and Guidelines Executive Order D 2025 005](#)

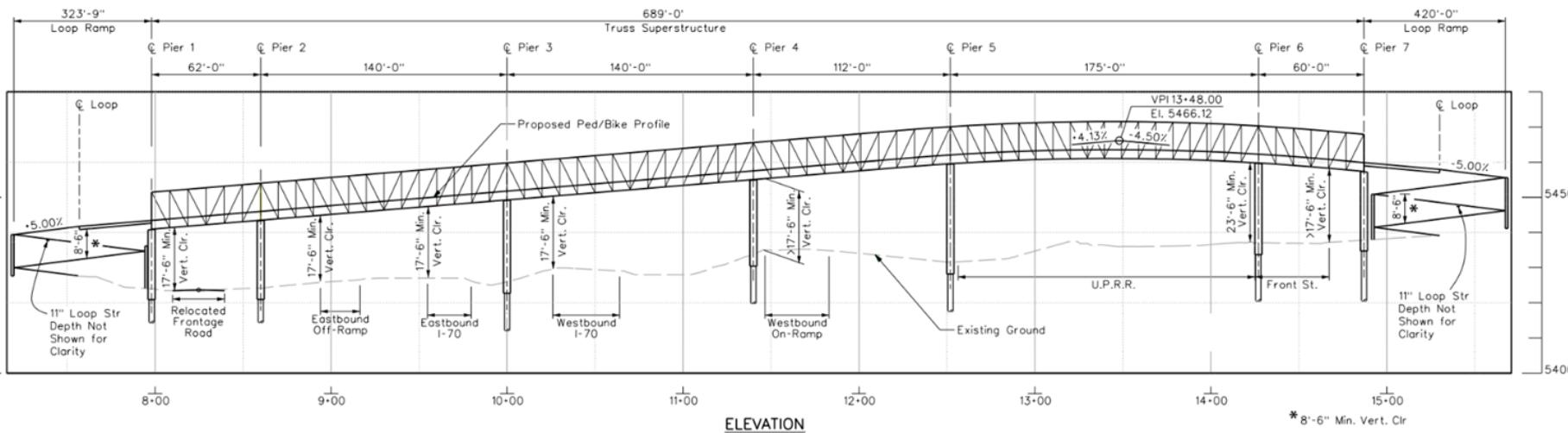
January 2026 Update - Local Compliance Status with 2024 and 2025 Strategic Growth Laws

Jurisdiction ▼

Jurisdiction	HB24-1007 Residential Occupancy	HB24-1304 Parking	HB24-1152 ADU	HB24-1313: Priority Transit- Oriented Community Assessment Report	HB24-1313: Housing Opportunity Goal Report	HB24-1313: Housing Opportunity Goal Compliance	SB24-174: Household Needs Assessments (HHAs)	SB24-174: Local Housing Action Plans (LHAPs)	SB24-174: Comprehensive Plan Elements	SB25-002: Shall Not Impose More Restrictive Standards	SB25-002: Shall Not Establish Factory Build Structures	HB25-1273: Stair Modernization	Required Date: 7/1/2024
	Required Date: 7/1/2024	Required Date: 6/30/2025	Required Date: 6/30/2025	Reporting Due: 6/30/2025	Reporting Due: 12/31/2026	Reporting Due: 12/31/2027	Reporting Due: 12/31/2026	Reporting Due: 1/1/2028	Reporting Due: 12/31/2026	Reporting Due: 1/1/2028	Required Date: 5/8/2025	Required Date: 7/1/2026	Required Date: 12/1/2027
1. Adams County	Assumed Compliance; Reporting Not Required	Assumed Compliance; Reporting Not Required	Not Applicable	Compliant	N/A Deadline Not Passed	N/A Deadline Not Passed	Compliant	N/A Deadline Not Passed	N/A Deadline Not Passed	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2026
2. Alamosa County	Assumed Compliance; Reporting Not Required	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Conditional: Pending Comp Plan Submission to DOLA	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2027
3. Arapahoe County	Assumed Compliance; Reporting Not Required	Assumed Compliance; Reporting Not Required	Not Applicable	Compliant	N/A Deadline Not Passed	N/A Deadline Not Passed	Compliant	N/A Deadline Not Passed	N/A Deadline Not Passed	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2026
4. Archuleta County	Assumed Compliance; Reporting Not Required	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Compliant	N/A Deadline Not Passed	N/A Deadline Not Passed	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2027
5. Baca County	Assumed Compliance; Reporting Not Required	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Conditional: Pending Comp Plan Submission to DOLA	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2026
6. Bent County	Assumed Compliance; Reporting Not Required	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Conditional: Pending Comp Plan Submission to DOLA	Assumed Compliance; Reporting Not Required	N/A Deadline Not Passed	Not Applicable	Required Date: 7/1/2027



Questions & Comments



Print Date: 12/9/2022
File Name: 03_65601_B1_BRG_Bridge_Layout.dgn
Horiz. Scale: 1:80
Vert. Scale: N/A

Sheet Revisions

Date:	Comments	Init.



PUBLIC WORKS DEPARTMENT
231 N. 7TH STREET
P.O. BOX 70
SILT, COLORADO 81652

As Constructed
No Revisions:
Revised:
Void:

I-70 PEDESTRIAN/BIKE OVERPASS CONCEPT DESIGN BRIDGE LAYOUT - PLAN & ELEV	
Designer: M. Merklinger	Structure Numbers

Project No./Code
MTF M207-001
23854
Sheet Number 3



Memorandum

To: Statewide Transportation Advisory Committee (STAC)

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

Date: February 5, 2026

Subject: SB25-30 Increase Transportation Choice to Reduce Emissions Inventory

Purpose

To provide STAC with information on a statewide inventory of active transportation and transit projects that CDOT is required to compile by July 1, 2026 per [SB25-30](#).

Action

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

Background

In 2025, the Colorado state legislature passed SB25-30, which requires CDOT and Metropolitan Planning Organizations (MPOs) to create project inventories of transit and active transportation projects that improve safety and connectivity. The CDOT inventory includes planned projects on state highways and CDOT-maintained rights-of-way.

The attached presentation identifies the purpose of the inventory as identified in statute, responsibilities of MPOs and CDOT, the type of transit and active transportation projects that can be included in the inventory, the definition of a planned project, and the timeline for submitting projects for inclusion in the inventory.

Next Steps

CDOT is notifying local governments and transit agencies located outside of MPO areas about their opportunity to submit planned transit and active transportation projects to the inventory. Presentations are being offered at TPR meetings, a recorded webinar will be held in March to answer questions on the inventory, and information is also available on the [CDOT inventory webpage](#).

Local governments and transit agencies can submit their planned active transportation and transit projects on the state highway network to CDOT through April 3, 2026.

Attachments

Attachment A: SB25-30 Transit and Active Transportation Project Inventory presentation



SB25-30 Transit and Active Transportation Project Inventory

Statewide Transportation Advisory Committee (STAC)

February 5, 2026

Statutory Requirement

- Requires CDOT and MPOs to create an inventory of transit and active transportation projects

Purpose

- To identify gaps in transit, bicycle, and pedestrian networks to improve connectivity and safety, reduce emissions, and increase mode choice for people walking, biking, rolling, and taking transit

Scope

- Includes both funded and unfunded planned projects from existing plans
- No financial constraints or specific time horizons are required for project delivery
- The inventory is a coordinated effort between state, regional, and local entities





SB25-030 Responsibilities



Metropolitan Planning Organizations

- Must create inventories for regionally significant roadways within their boundaries by July 1, 2026

CDOT

- Must create an inventory for state highways and CDOT-maintained right-of-ways by July 1, 2026



PLANS &
STUDIES

AGENCY
OUTREACH

CDOT's Approach

- Invite non-MPO local governments and transit agencies to submit planned projects impacting the state highway network
- Include projects from existing plans and studies



Transit Project Types

Transit project types included in the inventory:

- New service (fixed-route or on-demand)
- Extended service routes/areas (fixed-route or on-demand)
- Service enhancement (e.g. increased frequency, expanded hours, etc.)
- Transit facility (stop, station or other facility improvement)



Transit project types excluded from the inventory:

- Transit operations/maintenance of existing routes/service
- Transit maintenance facilities (unless needed to support service expansion)
- Multimodal or transit plans
- Data collection





Active Transportation Project Types

Active Transportation project types included in the inventory:



Walkability - Sidewalks, Shared Streets, Pedestrianization, ADA accessible infrastructure (e.g. curb ramps, pedestrian signals)



Bikeability - On-street bike facility (e.g. bike lane, buffered bike lane, bikeable shoulder, or bike lane with physical separation), Off-street bike facility (e.g. multi-use paths, trails, or raised bike lane), Amenities (e.g. bike parking, fix-it stations)



Multimodal - At-grade crossing improvements, Bike/Ped Overpasses/Underpasses, Shared micromobility (e.g. bike share, scooter share), Traffic calming, roadway reallocation, First-last-mile (FLM) Programming or improvements

Active transportation project types excluded from the inventory:

- ✖ Wayfinding
- ✖ Active transportation education or encouragement programs
- ✖ Multimodal plans
- ✖ Data collection
- ✖ Count programs

What is a Planned Project?

A proposed improvement specified in a plan or study that reviews transportation needs and guides future investments, infrastructure improvements, and/or programming.

Plans may be authored by a city, county, the state, or a regional transportation planning organization

Plans Can Include:

- Transportation, transit, and active transportation plans
- Capital improvement plans
- Mobility elements of a comprehensive plan
- NEPA documents
- Planning and Environmental Linkage (PEL) studies
- Safety plans, etc.

A vertical column of six icons: 1. A bus, a bicycle, a motorcycle, and a car. 2. A construction crane and gears. 3. A circular node with arrows pointing in different directions, with a person on a bike. 4. A document with a magnifying glass over a leaf. 5. A network of green circles connected by lines. 6. A blue shield with a green checkmark.



Plan Projects Identified by CDOT

Active transportation and transit projects identified from:

- Rural Transportation Planning Regions' 2050 Regional Transportation Plans - full project list
- 10-Year Plan
- Transit Connections Study
- R1 and R4 Bicycle and Pedestrian Safety Studies
- NEPA documents and PELs

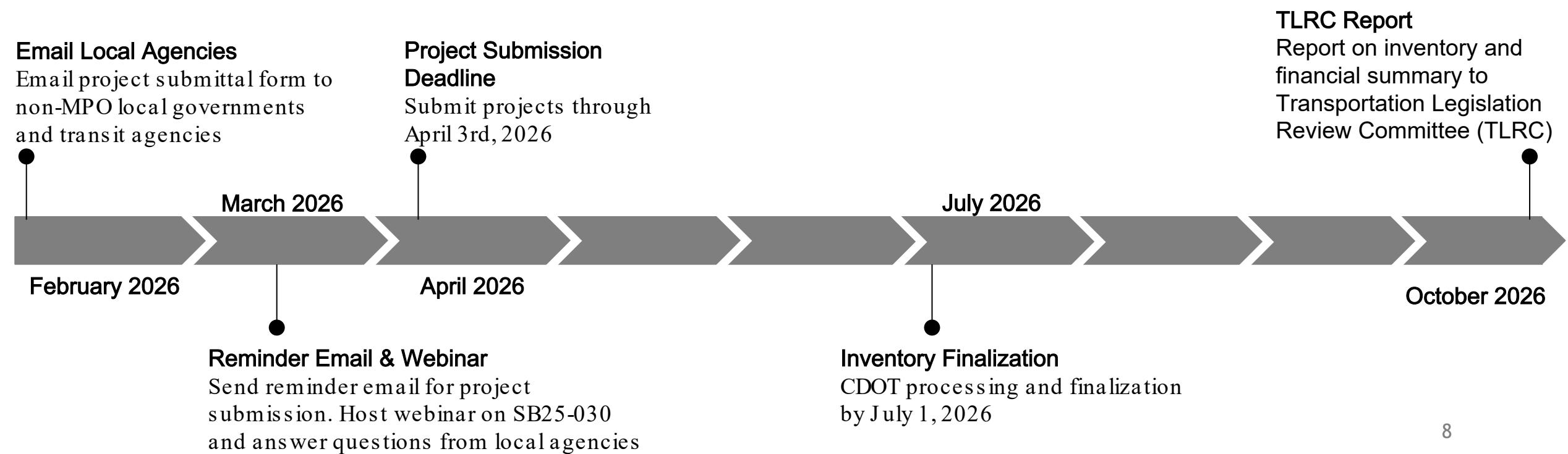




Timelines & Submission Process

CDOT will notify local governments and transit agencies located outside MPO areas via email with information outlining:

- Purpose of SB25-030
- How to add detail to active transportation and transit projects already included in the TPR's 2050 Regional Transportation Plan (RTPs)
- How to submit other planned active transportation and transit projects





Next Steps & Resources

- TPRs asked to forward project submittal form and spreadsheet of active transportation and transit 2050 RTP projects to member agencies
- CDOT will directly email local agencies and transit agencies
- Local agencies and transit agencies can submit project lists directly to CDOT



Resource Links

- [SB25-030 Increase Transportation Mode Choice Reduce Emissions](#)
- [Transit and Active Transportation Project Inventory Webpage](#)



Contact Information

- For Transit: george.gromke@state.co.us
- For Active Transportation: medora.bornhoft@state.co.us

Help us make Colorado roads safe for everyone. Apply for a Traffic Safety Grant.

Join the Colorado Department of Transportation's Highway Safety Office in making Colorado roads safer.



The Highway Safety Office is accepting applications for the **Behavioral Traffic Safety Program**

Our Mission:

Reduce the incidence and severity of motor vehicle crashes and the associated human and economic loss.

Grant Emphasis Areas:

- Community traffic safety
- Young and older drivers
- Occupant protection
- Child passenger safety
- Impaired driving prevention
- Pedestrian & bike safety
- Distracted driving and speeding
- Data identification & analyzation
- Enforcement for high risk behaviors
- Motorcycle safety education

Applications open: Friday, February 20th

Applications due: Friday, March 20th

One year grant cycle, beginning October 1st, 2026, ending September 30th, 2027

Want to learn more?

Register for our upcoming application [webinar](#)

Thursday, February 12th
9:00 am - 10:30 am

