



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

January 8, 2026, from 8:30 AM to 11:50 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 November 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 - 10:35	10-Year Plan Development Update - Regions 3 and 5 (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development, Jason Smith, Regional Transportation Director, Region 3, and Julie Constan, Regional Transportation Director, Region 5
10:35 - 10:45	Letter to the JBC on MMOF Funding to Local Governments from STAC (Action Item)	Brian Pettit, Intermountain TPR
10:45 - 11:00	MMOF and RMS Funding Deadlines (Informational Update) <ul style="list-style-type: none"> Spending deadline notification discussion 	Jeff Sudmeier, Chief Financial Officer, and Darius Pakbaz, Director, Division of Transportation Development
11:00 - 11:20	CDOT Live Camera Update (Informational Update)	Bob Fifer, Deputy Director of Operations
11:20 - 11:40	Truck Chain Station Overview (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development

Time	Agenda Item and Item Description	Presenter
11:40 - 11:50	Other Items	Gary Beedy, STAC Chair

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

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: November 6, 2025 8:30-11:30 am

In-Person Meeting at CDOT Headquarters in Denver

Attendance

Central Front Range: Dwayne McFall

Eastern: Gary Beedy

Denver Area: Jacob Riger

Grand Valley: Dana Brosig, Rachel Peterson (remote)

Gunnison Valley: Vince Rogalski

Intermountain: Brian Pettet and Dana Wood (remote)

North Front Range: Liz Heid, Elizabeth Relford, and Becky Karasko (remote)

Northwest: Brian Cerkenik and Jennifer O'Hearon (remote)

Pikes Peak Area: Holly Williams and Jared Verner

Pueblo Area: Wendy Pettit (remote) and Eva Cosyleon

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzalez (remote)

Southwest: Heather Alvarez (remote) and Shak Powers (remote)

Upper Front Range: Tim Malone and Evan Pinkham

Southern Ute: None

Ute Mountain Ute: None

Federal Highway Administration: John Cater, Aaron Bustow, and Bill Schiebel

Federal Transit Administration: Emma Belmont

Welcome and Introductions - Gary Beedy, STAC Chair

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

Public Comment

- None

Approval of the August Meeting Minutes

STAC Action: The STAC approved the August 2025 Meeting Minutes.

Transportation Commission Report (Chair Gary Beedy)

- Chair Beedy reported on the October 2025 Transportation Commission meeting

- Freight Impact Enterprise and Bridge and Tunnel Enterprise presented on their budgets.
- Budget and Redistribution funding information shared.
- TC members joined the Colorado Transportation Investment Office (CTIO) Board and CDOT staff on a train trip to Glenwood Springs, and a Bustang ride back to Denver.
- A workshop was held for Joint TC/CTIO Budget review.

STAC Representatives and Federal Planning Partner Reports

- Central Front Range: Held last meeting in October, and had some action items with RPP funds moving things around for FY 27-FY29. We approved our 2050 Regional Transportation Plan via resolution.
- Grand Valley MPO: The MPO has hired two new employees - transportation Planner Timber Erickson, and promoted mobility manager to safety program manager with HSIP funds; The Western Colorado APA Conference. The MPO is starting Transportation Finance Study in consultant selection process; Trunk or Treat at Fruita drew 1,000 kids to their bus (1st time ever on a bus for many of them)!
- DRCOG: At the October 15 Board meeting adopted amendments to 2026 - 2029 TIP, heard presentation on Front Range Passenger Rail, heard RTD Transit presentation on build out on Fastracks, and DRCOG staff spoke about a local development tool kit.
- Gunnison Valley TPR: There is not much to update except for finishing of projects due to good weather. Vince Rogalski is retiring at the end of this year - this is Vince's last in-person meeting with the STAC after over 32 years of service and over 30 as STAC Chair, and his last Gunnison Valley TPR meeting is in a couple weeks.
- Intermountain TPR: The TPR has approved their 2050 Regional Transportation Plan & their Human Services and Transit Plan - handled the approvals via emails.
- North Front Range MPO: at October meeting MMOF reconciled funds for that program, US34 transit plan coordination with stakeholders occurring; after Election '25 have new Council members coming onboard; NoCo Freight Plan has a freight survey released on MPO webpage; released an RFP for Regional Travel Plan model as first step to 2055 RTP Update.
- Northwest TPR: Northwest had their TPR on October 16, now elections serve a 2-year terms, MMOF funding was approved for the City of Craig funded \$150K for a Rail Plan redevelopment area. Routt County and Haddon have similar plans. Winter Park Ski opened on Halloween.
- PPACG: had a TIP amendment, and PPACG Recertification occurred with FHWA and FTA; I-25 & Fillmore/GoG "looking fantastic" and done in c. 6 months?! CO21 (Powers Blvd) Coroner Rpt. showed more fatal accidents from crashes than from deaths from fentanyl, stressed a need to address aggressive driving.
- PACOG: I-25 & US50B interchange "making great progress" (bridge demolitions scheduled for this weekend.); 2050 Plan coming along with draft coming soon; Medal of Honor Blvd. connects to Pueblo West opening in December.; updating Bike/Ped Plan; adding three new members to the PACOG Board members. CDOT is ready to facilitate approval of the PACOG GHG report with the TC when it is ready.
- SLVTPR: TPR meets next week; summer projects wrapping up (despite abundance of rain last week and appreciated CDOT's work to respond to the rain).
- SCTPR: Held a MMOF call for projects and scoring committee approved the Walsenbelast meeting was October 23rd, MMOF eval's; approved of additional funding for the Walsenburg Transit Facility project, adopted 2050 Regional Transportation Plan

and our 2050 Transit Plan. Surface Treatment projects coming, south of Trinidad on I-25 and project is progressing.

- SETPR: held an October 22nd TPR meeting, and adopted our 2050 RTP, and reopened call for MMOF projects.
- Southern Ute: Not in attendance
- SWTPR: Adopted their 2050 Regional Transportation Plan, and now working on their 10YP update and construction and maintenance projects are moving along, preparing for winter.
- UFRTPR: At September 4 meeting they adopted their 2050 Regional Transportation Plan; conducted MMOF program reconciliation with reduced funds; awarded 2025 CMAQ funding, at the December meeting are planning to consider adopted of their 2050 Transit & Human Services Plan.
- Ute Mtn. Ute: Not in attendance
- ETPR: No meetings recently just routine closing out of projects for the winter. Fall harvest wrapping up.
- FHWA: Appreciate FHWA working with government shutdown.
- FTA: No Updates.

Legislative Report (Emily Haddaway and Jamie Grim)

- The Colorado General Assembly's 2026 legislative session starts January 14.
- The Governor's proposed budget includes \$51.4M (and no further cuts) for CDOT, but the State Legislative Joint Budget Committee (JBC) may have other thoughts.
- CDOT will still probably have to play defense on its Multimodal Transportation and Mitigation Options Fund (MMOF) and other items.
- CDOT is working to ensure that surcharge cuts only last two years as promised.
- The Transportation Legislative Review Committee (TLRC) will draft two bills:
 - Division of Motor Vehicles (DMV) E-titling solutions
 - Diesel Truck Scrappage via the Clean Fleet Enterprise.
- CDOT-relevant statutes still need various editorial cleanups (e.g., adding Broomfield to TC District 4, Chain Stations, etc.).
- One-time funding for Bustang needs re-visiting.
- CDOT is watching a possible Transit Equity Bill, but will take no formal position until it is introduced. It would include a fiscal note, CDOT recognizes rural challenges, and there could be issues with considering this in conjunction with Bustang needs.
- The Federal Government shutdown is now the longest in history, but there could be movement on this after the elections. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) are not as affected by the shutdown, but there could also be air traffic reductions over the holidays.
- Jamie Grim with the CDOT Office of Policy and Government Relations (OGPR) will be on parental leave until February-March 2026.
- Federal Government is still shutdown but FHWA, FTA, FRA still have funding still next fiscal year

FY 2026-2027 Proposed Budget Overview and FY 2025 Budget Amendment- Jeff Sudmeier

- Draft FY27 Budget Overview:

- SB25-258 reduces the Road Safety Surcharge by about \$43.2M thru FY27.
- The Colorado Office of State Planning and Budgeting (OSPB) and Legislative Council Staff (LCS) both project state revenue to surpass the Taxpayer Bill of Rights (TABOR) cap in FY27, thus triggering refunds (there should be no direct impacts to CDOT, but General Funds could impact future transfers to State Highway Fund).
- Enterprise revenue has increased notably.
- CDOT's FY27 Draft Budget is available at codot.gov/business/budget/cdot-budget
- **Amendment to FY26 Budget:**
 - September 2025 Program Reserve Balance is \$144.4M.
 - Amendments could move all but about \$47M of this to different Maintenance Accounts:
 - \$80M to "Supplemental Funding for Pavement Conditions (Surface Treatment)";
 - \$16.2M to "Maintenance Level of Service (MLOS) - Personal Services Budget Shortfall (Maintenance Program Reserve)";
 - \$1.1M to "Region 4 Roll-forward from FY24-25 (Maintenance Program Areas)".
 - TC will decide on these at its November meeting.

STAC Action: STAC recommended TC approval of these budget items.

I-270 Project Overview- David Merenich

- This project needs multiple safety improvements, including enhancements to emergency response travel time and reliability, transit, bicycle/pedestrian connectivity, freight operations, greenhouse gas emissions, and air quality considerations.
- The Draft Environmental Impact Statement (DEIS) will include a Preferred Alternative with at least one Express Lane.
- Phase 1 Critical Bridge Construction is still on-track for March 2027 thru the 1st Quarter of 2030, while timelines for Phases 2 and 3 are still pending.
- I-270 DEIS Publication and Review anticipated to be on the CDOT website in mid-November, followed by an EPA Notice of Availability, three Public Hearings and two webinars (January 2026), and then a 60-day comment period starting by the end of January 2026.
- A question was asked why the 4 lane per side option (6 general lanes, 2 express lanes) was not selected for further consideration. David responded that this would cause more bottlenecks when merging onto either I-70 or I-25.
- Chair Beedy reiterated the importance of 270 freight corridors for Agricultural Statewide, etc, especially since VMT is not forecasted to decrease.

STAC Work Plan for 2026-Darius Pakbaz

- The intent of the STAC work plan is to identify areas of CDOT's work where the STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.

Anticipated 2026 Agenda Items

- 10-Year Plan Briefing & Recommendation
- 4-Year STIP Briefing & Recommendation
- Annual Budget Briefing & Recommendation
- CDOT Engineering Region Project Updates
- Major Transit Project Updates

Standing Items

- Approval of the previous meeting minutes (STAC Chair)
- CDOT Update on Current Events (CDOT Deputy Director)
- Transportation Commission Report (STAC Chair)
- TPR Representative & Federal Partners Report
- Legislative Report (CDOT)

Discussion and Recommendations

- Grand Valley: Would like STAC to take a more advisory role as opposed to an informational one. As well would like the legislative report to be more comprehensive and to include a wider view on all items that would have an impact on transportation and allow more time for discussion on Bills
- Intermountain: Allow for more discussion on Bustang ridership, a customer satisfaction report, and current shelter conditions. Overall, just more information on the state of Bustang
- Pikes Peak: Would also like more discussion on bills, which may lead to the creation of a legislative committee which would allow for more time spent on reviewing proposed bills. (Note: CDOT's positions on bills with stem from guidance from the governors office)
- In the past, STAC was given a report on legislation that affected transportation and a short synopsis of the bill's purpose.
- An update or plan on congestion mitigation for Pena Boulevard. (Note: Pena Boulevard is controlled by DOTI not CDOT)
- More information on what local agencies and governments can do to provide more funding for state transportation funding.
- A conversation on the federal transportation reauthorization bill which funds agencies such as FHWA, FTA, and FRA (the current funding will expire in 2026)
- More opportunities to discuss federal legislation. For example, states that have grown substantially and gained congressional seats in the past decades and are still receiving federal transportation funding based on a formula based on population numbers from 2001. This means Colorado is not getting an accurate funding percentage based on current population numbers.
- More opportunities to discuss the implications and give recommendations for policy directives before they are implemented.

- There was also discussion on whether or not there should be 2 or 4 in person STAC meetings, consensus was to decide based on if the agenda warranted an in person meeting.

Rural Planning Assistance Allocations (Darius Pakbaz and Marissa Gaughan)

- Darius wants to do this well in advance of the start of FY27, budgeting up to \$198,000.
- RPA Reimbursement Requests due at least quarterly, and for each fiscal year by September 30.
- Unexpended RPA program funds do not carry over to next fiscal year, but CDOT could discuss transferring some of these funds to other TPRs.

STAC Action: STAC approved the proposed FY 2027 Rural Planning Assistance Program allocations.

10 Year Plan Development - Darius Pakbaz

- “The 2050 Statewide Transportation Plan is a launch pad, not a finish line”: Regional Transportation Plans feed into the Statewide Plan, which then feeds into the 10-Year Plan and the 4-year Statewide Transportation Improvement Program (STIP).
- Data Analysis is much easier and more effective through the 2050 Long Range Transportation Plan Visualizer, especially compared to printing out hundreds of maps as in previous cycles.
- To enhance our planning efforts over the last year, a new data visualizer tool ([SWP Data Visualizer](#)) was created to help provide stakeholders and the public access to transportation data.
- Stakeholder and Public Engagement included over 100 meetings, at least one Telephone Town Hall for each TC district, surveys, and more.
- Performance-Based Planning led to PD14 (Advancing Transportation Safety, Fix Our Roads, and Sustainably Increase Transportation Choice).
- The Greenhouse Gas Planning Standard has helped manage the effects of Colorado’s transportation system on the climate.
- 10-Year Plan cycles are now transitioning from FY2019-28 to FY2027-36.
- CDOT estimates spending \$225M/year on its 10-Year Plan, using \$900M strategic funds over the first four years (through STIP), and then \$1.35B in the out years.
- CDOT Regional Staff will identify Priority Projects through TPRs, STAC representatives, TC Work Sessions, Public Outreach, and Stakeholder Support.
- Finalization and adoption of the 10-Year Plan is now anticipated to occur in March 2026.
 - Next briefing to STAC will be in January 2026;
 - Public Review and Comment will be in February 2026;
 - TC adoption of the 10-Year Plan and GHG Report are expected in March 2026;
 - CDOT and MPO/TPR reporting and coordination will take place throughout this period.

Funding by Region

Region 1 - 34.23% of planning control total

FYs 2027-30 (Four-Year Prioritized Plan): \$300 M

FYs 2031-36 (Out Years): \$450 M

Region 2 - 18.97% of planning control total
FYs 2027-30 (Four-Year Prioritized Plan): \$166 M
FYs 2031-36 (Out Years): \$249 M

Region 3 - 15.07% of planning control total
FYs 2027-30 (Four-Year Prioritized Plan): \$132 M
FYs 2031-36 (Out Years): \$198 M

Region 4 - 23.87% of planning control total
FYs 2027-30 (Four-Year Prioritized Plan): \$209 M
FYs 2031-36 (Out Years): \$314 M

Region 5 - 7.86% of planning control total
FYs 2027-30 (Four-Year Prioritized Plan): \$69 M
FYs 2031-36 (Out Years): \$103 M

Statewide Bustang Capital - \$6 million annually
FYs 2027-30 (Four-Year Prioritized Plan): \$24 M
FYs 2031-36 (Out Years): \$36 M

Other Business

The December STAC meeting was cancelled. The January STAC meeting is scheduled for Thursday, January 8, 2026, at 8:30am (virtual). The February 2026 STAC meeting will be in-person at CDOT Headquarters in Denver.

Adjournment

The meeting was adjourned at approximately 11:42 am.

Transportation Commission (TC) Notes

Thursday, November 19, 2025 - 12:30 PM

Workshops

Attendance:

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

1. Ten Year Plan Workshop - Darius Pakbaz, Jason Smith and Julie Constan

Purpose and Action: Staff will begin the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 3 and 5 project lists will be featured at this workshop, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Western Slope. For November there is no TC requested action, only a discussion item. See November 2025 TC Packet pages 8-13 for more details.

Discussion:

- Commissioners raised questions about asphalt installation procedures to accommodate freeze thaw conditions in mountainous areas, safety and distinctions between project types, and how to categorize projects with multiple goals and improvements (including the distinction between operational improvements (traffic flow of multiple vehicles) vs. safety (individual vehicle focused impacts). Some questions were raised related to projects not part of the presentations, that were related to scope and available funding, including transit projects in terms of capital vs. operations funds.
- A need was stressed for more signs informing motorists of when passing lanes soon to be approached.
- Greenhouse Gas Modeling question was raised regarding the project list in terms of regionally significant projects that are modeled, and the alignment of performance goals and targets and guiding principles to projects.
- More information on projects from the other three Regions is forthcoming.
- All questions pertaining to the 10YP for 27-36 were answered for Regions 3 and 5 adequately.
- The 10-Year Plan projects for CDOT Regions 1, 2 and 4 will be presented to the Commission at a future workshop, currently anticipated for January 2026. The revised 10-Year Plan is anticipated to be adopted by the TC by late winter or early spring of 2026. There will be ongoing transparency with public, stakeholders, and statewide partners through dashboards and reports as we work to finalize the updated 10-Year Plan. After adoption, revisions to the plan will be brought to the Commission for review and approval as they arise.

2. Transportation Asset Management Program Overview and Review of the Surface Treatment Program - Darius Pakbaz, Toby Manthey, and Craig Wieden

Purpose and Action: This workshop provided an overview of CDOT's Transportation Asset Management and Surface Treatment programs. This workshop is for information only.

Discussion:

- This was a request of the TC to cover the Asset Management Program with a focus on pavement maintenance.
- Question was raised about how CDOT sets targets for pavement condition. The measure CDOT uses is Drivability Life (a CDOT measure) based on an international roughness index, and roadway rutting, faulting and cracking of pavement, and the National Performance Measure is federal.
- Commissioners discussed the status of meeting the target for pavement condition, in particular for Interstates. CDOT has made strides on interstate pavement condition from 3.9% in 2021 in poor condition to 2.3% in 2024.
- Colorado still has challenges with pavement condition compared to other states. Drivability Life is a CDOT-specific measurement tool.
- Concerns were raised by Commissioners regarding not meeting our asset management targets. Requested information on if we spend a certain amount of dollars on certain improvements that the performance asset management targets can be met with the 10YP projects selected. Since the 10YP is not the only funding source, more results can come with improvements funded by other sources in conjunction with the Asset Management Program and the 10YP strategic funds.
- Next steps include: The 10-Year Plan projects for CDOT Regions 1, 2 and 4 will be presented to the Commission at a future workshop, currently anticipated for January 2026. The revised 10-Year Plan is anticipated to be adopted by the TC by late winter or early spring of 2026. There will be ongoing transparency with public, stakeholders, and statewide partners through dashboards and reports as we work to finalize the updated 10-Year Plan. After adoption, revisions to the plan will be brought to the Commission for review and approval as they arise.

3. Joint TC and Freight Impact Enterprise (FIE) Budget Workshop - Jeff Sudmeier, Bethany Nicholas, Darius Pakbaz and Craig Hurst

Purpose and Action:

- To update the TC Fuel Impact Enterprise proposed i-70 resurfacing project in Region 3.
- To review the third budget amendment to the FY 2025-26 Annual Budget in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the third budget amendment to the FY 2025-26 Annual Budget, which consists of four items that require TC approval. The third budget amendment reallocates \$97.3 million total from the TC Program Reserve Fund in the Commission Reserve Funds for surface treatment, maintenance program reserve, agency operations and maintenance program areas.
- To review and approve the Proposed FY 2026-27 Annual Budget Allocation Plan. The Division of Accounting and Finance (DAF) is requesting the TC to review and adopt the Proposed FY 2026-27 Annual Budget Allocation Plan.

- The TC will be asked to adopt the Final Budget at the meeting in March 2025 after the plan is updated based on the December 2025 revenue forecast, and to reflect approval of Decision Items, updates to common policy, and any other changes.

Discussion:

- No major questions were raised by the TC members after the presentations.

4. Bridge and Tunnel Enterprise (BTE) Workshop - Patrick Holinda and Natasha Butler

BTE Final Proposed FY 27 Annual Budget for Fund 538 and Fifth Supplement to the FY 2026 BTE Budget and 10YP BTE Progress Update - Purpose and Action: This month, the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise Fiscal Year (FY) 2026-27 Final Proposed Annual Budget for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and approval. CDOT Staff is requesting Board approval of Proposed Resolution #BTE3, the FY 2026-27 Final Proposed Annual Budget, and approval of the fifth supplement to the FY 2026 BTE Budget. No action is being requested this month for the BTE 10YP update.

Discussion:

- A commissioner asked about the potential for applying for federal grants. One approach is to phase projects first based on BTE funds. Spaghetti Junction (US 85/CO34) would be a good candidate for this.
- The future of BTE out to 2044 shows over 10% of bridge deck areas may be rated poor with current funding. A discussion of how to potentially expedite treatments to avoid this trend with a one time additional \$125M to bridge preventative Maintenance.

Innovative Mobility Committee: EV Update - Kay Kelly and Mike King

Purpose and Action: Provide the TC with an update on EV programs. The workshop is for information only. Topics covered included EV Goals, EV Market Update, Charging availability regarding charging infrastructure programs, National Electric Vehicle Infrastructure (NEVI) Program Updates, and Scenic Byways Electrification.

Discussion:

- TC members expressed their appreciation to the CDOT Office of Innovative Mobility staff for their work.
- TC Members expressed how impressed with the EV infrastructure improvements to accommodate these vehicles across Colorado recently.
- The concept of including hybrid emissions in analysis of GHG emissions. Non-plug in vehicles make this difficult.
- Questions on impact of the U.S. federal incentives being halted for EVs - anticipate it will depend on how long it will take for the EVs to become a leader in the vehicle market.
- Although F150 may stop making EV versions, other EV pick up trucks are on the horizon.
- Any economic benefits to communities with fast chargers in rural communities? Efforts to quantify community impacts are underway, but not available at this

time. But gas stations do make most of their profit with food purchases vs. gasoline purchase.

5. Access Appeal Regarding Parceled Priority on CO 159A (Region 5) - Dan Roussin

Purpose and Action: The purpose of this workshop was to summarize and inform the TC of the Access Permit Appeal in Region 5 on State Highway 159A, and the access appeal process outlined in the State Highway Access Code (2 CCR 601-1, 2.9). Region 5 recently received an appeal for an access application on CDOT Highway 159A from Mr. Duane O'Malley, as the Trustee of Whispering Pines Trust No. 14382. In accordance with the Colorado State Highway Access Code, the landowner has requested a hearing before the Transportation Commission (TC). The TC determined if the appeal goes through the Internal Administrative Review Committee process, or through the Department of Administration, Division of Administrative Appeals process.

Discussion:

- No substantial questions were raised by TC members after the presentation.

6. LiveView Camera Update - Bob Fifer

Purpose and Action: To provide the TC with an update on the transition of Liveview Camera System to CDOT-Owned Infrastructure. This workshop is for information only.

Discussion:

- TC was blindsided by cut backs related to the liveview cameras budget constraints. There was lack of communication on the camera impacts to rural Colorado. What was presented today was very helpful, and would have been even better if shared earlier.
- TC members appreciated the presentation and will take this presentation back to their communities.
- Camera by Nordic Center in Mesa County was turned back on and is active.

Transportation Commission Board Meeting

Thursday, November 20, 2025 - 9:00 AM

Call to Order, Roll Call

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

Public Comments

Over 30 people signed up to provide their public comments at the November TC meeting. Comments were submitted both in-person and virtually. Chair Cook expressed appreciation for the participation. Comments were limited to three minutes. Multiple online written comments (approximately 80) were also provided to the TC members prior to this month's TC Board meeting.

The public commenters that provided their comments at the meeting in-person and virtually are summarized briefly below, and are listed by name and organization when the organization was provided.

Name and Organization	I-270 Comment Highlighted
Julie Mullica, Adams County Commissioner (In Person)	In Favor of I-270 Expansion Project, in the past have idled for 2 hours a decade ago and situation not improved. Desires a partnership to support this project.
Steve O'Dorisio, Adams County Commissioner (In Person)	In Favor of the I-270 Expansion Project.
Tony Milo, Executive Director, Colorado Contractors Association (In Person)	In Favor of Expansion for a project that creates a lot of jobs. Will support timely arrivals to work and school.
Greg Fulton, Executive Director, Colorado Motor Carriers Association	In Favor of I-270 Expansion Project that is a major hub for trucking industry in Colorado. Two truck bottlenecks identified along I-270. Existing conditions negatively impact the environment and the economy. Move forward with this project ASAP.
Grier Bailey, Executive Director, Colorado/Wyoming Petroleum Marketers Association	In Favor of I-270 Expansion Project.Apprecicated the CDOT work on the Fuels Impact Enterprise.

Name and Organization	I-270 Comment Highlighted
Norma Frank, Welby, CO residents, I-270 Stakeholder Group member (in-person)	In Favor of I-270 Expansion Project. Challenged CDOT to address noise and air quality issues.
Victor Frank, Welby CO resident and business owner (in-person)	In Favor of the I-270 Expansion Project. Lost hours and revenue due to traffic delays to business.
Tracy Sakaguchi, Director of State and Local Issues, Colorado Motor Carriers Association (Virtual)	In Favor of I-270 Expansion Project. Will follow the EIS process and work of I-270 stakeholder group recognized.
Trish Stiles, Town Manager, Bennett (Virtual)	Echoed Mayor Oakley comments. Thanked CDOT staff for their help. Maintenance requests will be a coordinated effort between CDOT and the Town of Bennett.
Mayor Whitney Oakley, Town of Bennett (Virtual)	Pedestrian Safety Crossings in Bennett, CO are supported. TIP Trail in Bennett. Thanked CDOT for allowing Bennett to lead the project which will have a ribbon cutting ceremony on December 9th.
Renee Larrarte, Conservation Colorado (Virtual)	Concerns with I-25 North and I-270 expansion projects. Noted ridership upward trends for Bustang and keep service going. Toll the entire corridor and reinvest in regional and local transit. Support for Safe Route to Schools, and other transit improvements. Need more budget towards transit projects.
Ryan Schuchard, Boulder City Councilmember, State Highway 7 Coalition member (Virtual)	In favor of funding State Highway 7 multimodal corridor project in the new 10YP. Requested CDOT to make two projects a funding priority now - CO 7 Multimodal Corridor and I-25/CO 7 Multimodal Hub interchange.
Alexandra Schluntz, Senior Attorney, Rocky Mountain Office of Earth Justice (Virtual) with written comments were received from Green Latinos	In Opposition of I-270 Expansion Project. Problems with the comment period being open during the holiday season. Leave the public comment period open for 120 days. A new approach by Green Latinos options - toll the road and use funds for multimodal improvements.
Scott James, Weld County Commissioner and Chair of North I-25 Coalition (virtual)	Finish I-25 North Segments 4 and 3B - please close this gap; North I-25 is backbone of Northern Colorado. Other corridor improvements have demonstrated a major reduction in crashes, and enhanced safety. Transit improvements also improve travel along the corridor.
Benedict Wright, Education Manager for Bicycle Colorado (Virtual)	In Opposition of roadway expansion project in the 10YP. Prioritize fix it first projects and offer multimodal options - and congestion pricing. Concerned with MMOF \$71M cut in funding.

Name and Organization	I-270 Comment Highlighted
	Align CDOT plans with Governor's transportation vision.
Nina Marti Elyria Swansea neighborhood resident (Virtual)	In opposition of Expansion and leave open comment period for I-270 project for 120 days. Similar issues of holiday comment period. Expansion projects only offer congestion relief for five years. Need pedestrian and bicycle infrastructure enhancements.
Linda Farb, Concerned Citizen (Virtual)	In Opposition of I-270 Expansion project and leave open public comment period beyond holidays to February 2026. Adding lanes does little to improve air quality (should be a priority) and traffic congestion, and they need include multimodal options. Replace diesel vehicles. Supports freight transportation to rail. Businesses need to get involved not just trucking industry.
Drew Nesmith, Denver Resident (Virtual)	In Opposition of I-270 Expansion and leave open the public comment period for 120 days.. Only supports bridge repairs and tolling for this roadway. Consider actions to reduce freight traffic and honor GHG rules.
Jessica Herrera, In-House Counsel for Green Latinos (Virtual)	In Opposition of Expansion of I-270 and leave open the public comment period for 120 days; Please consider the Healthy Communities No Whiting Alternative submitted by the Green Latinos group. Disproportionately impacted communities need additional time to review and comment on the Draft Environmental Impact Statement. Community impacts listed at the bottom of the list and not prioritized as it should be.
Besta Samarripa, I-270 corridor area resident. (Virtual)	In Opposition of the I-270 Expansion Project and leave open public comment period for DEIS for 120 days. This project impacts low income and communities of color will be negatively impacted. Consider all needs of stakeholders and community members.
Jessica Troy, Thornton Resident (Virtual)	In Opposition of the I-270 Expansion Project and leave open public comment period for DEIS for 120 days. Worst time of the year for soliciting public comments.
Braden Hellewell, Commerce City Resident, and 350 Colorado Member and Chair of Suncor Plus Committee (Virtual)	In Opposition of I-270 Expansion and leave open public comment period for DEIS for 120 days. Please consider the community that is one of the highest polluted areas in the country. Support the Green Latinos Alternative proposed.
Alejandra Castaneda, Pedestrian Dignity Organization (Virtual)	Supports more funding for pedestrian and transit infrastructure - 30% of Coloradans are non-drivers. Transportation costs second highest cost per household. Disappointed in underfunding transit and funding expansion projects. There are public health and

Name and Organization	I-270 Comment Highlighted
	environmental costs. Please rebalance our transportation system with Transit projects.

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. The recording of the public comments agenda item is available here: [TC November 2025 Public Comments Recording](#) from Timestamp 0:0:50 to Timestamp 1:04:52.

Comments of the Chair and Commissioners

- Commissioner Masters noted that there was a CDOT Region 1 employee was seriously injured this week. The employee is in the Commissioner's thoughts and prayers for a speedy recovery. Commissioner Master encouraged everyone to be mindful when driving on the roads this holiday season and look out for our CDOT crews working on the roads.
- Commissioner Hart thanked the public commenters for sharing their thoughts with the Commission. CDOT needs more funding to address all the transportation needs in Colorado and taxes, although not enjoyable to pay, may be what is required. Also proud and impressed with the electrification of vehicles that is occurring in Colorado. Commissioner Hart thanked Commissioner Gutierrez, thank you for the history lesson. We in southwestern United States have a critical importance for us to understand our heritage and our history, particularly because of our location of where we are in the history of what took place right here.
- Commissioner Parsons echoed her colleagues' remarks and thanked commenters for attending and speaking here today. We do value your time and your public comments and it does make a difference. So, thank you. Appreciation was extended for Sal Pace attending the PPACG no meeting this month and sharing next steps with southern Colorado partners on the Front-Range Passenger Rail project. Commissioner Parsons attended the transportation commission's statewide plan and Greenhouse Gas (GHG) coordination committee meeting earlier this month and extended appreciation to Darius Pakbaz and team for their very thorough presentation and explanation of that plan and process.
- Commissioner McLachlan met a lot of people from St. Vrain Valley on a Zoom meeting, and learned a lot from the Region 3 and Region 5 presentations from the workshops related to the 10YP. The Town of Silverton is really happy right now because they're just starting to get snow and CDOT's done with everything on the highway. So, they don't need to worry about that getting in their way. Pagosa Springs really would prefer the CDOT projects go much faster than is possible. It is great to be at this meeting in-person.
- Commissioner Ridder noted that I-270 is actually pretty critical to those of us on the western slope in that it feeds from much of the shall we say the war warehouse areas, the construction areas, of our state into I-70 up through the up to the western slope. And I think we have to keep that in mind as we move forward with these types of funding and project decisions. We must keep in mind the importance of the integration of our thinking in terms of a sort of geographical integration and how important that is to maintain the mobility between the west slope and the front range. On another matter, I met with Senator Roberts this past month regarding a possible funding

vehicle for greater wildlife crossings and I'm looking forward to continuing that conversation with the CDOT team. T

- Commissioner Gutierrez was invited to attend the CDOT staff Hispanic Heritage Month program and it was entitled Collective Heritage, honoring the past and inspiring the future, and was inspired by Dr. Jessica Sanchez who conducted a study on transportation equity issues and especially with the mobility of older adults in Mexico City. Ken Burns is doing a big series on the American revolution, and one of the biggest failures of that presentation is the lack of the inclusion of the hispanic contributions to the American Revolution. Most of you have probably never heard of Don Bernardo de Gálvez, Spanish Governor of Louisiana, who was a crucial American Revolution hero who aided the colonists by secretly funding Washington's army, and supplying arms via New Orleans, then launched major military campaigns against the British on the Gulf Coast, capturing key forts at Baton Rouge, Mobile, and Pensacola, significantly weakening Britain and helping secure American independence. His multi-ethnic forces, including soldiers from Spain, France, Germany, and the Americas, drove the British out of West Florida, preventing them from focusing entirely on Washington's army.
- Commissioner Jones expressed appreciation for all the public comments received today. There were great presentations provided at the workshops yesterday, especially the EV update that demonstrates Colorado as a leader in electrification, and the TC is proud of this status.
- Commissioner Marcano was happy to report that they had our first transportation town hall last week in Aurora, starting with the city where he lives. There was a pretty good turnout and talked about a lot of CDOT priorities, gave folks an idea of what the TC does as still many folks don't know that the TC exists. People in Aurora, people are very interested in the I-270 project, and the local jurisdictions that just had elections, let all the new council members elected, settle in.
- Commissioner Barrett - Attended the Westwood Community Center for an open house about the Federal Blvd. Bus Rapid Transit (BRT) project. On November 6th, Commissioner Barrett attended the in-person STAC meeting. It was really interesting to listen to the Metropolitan Planning Organizations, the transportation planning folks to hear their perspective on what's going on related to transportation.
- Vice Chair Bowman. Gave thanks to those who gave public comments. Voices of the public are very important. Recognized CDOT staff for the 10YP process and for the great presentations for Regions 3 and 5. The telephone town halls were extremely thought provoking and we're so grateful to the public who participated. So, we're looking forward to the other CDOT Regions' presentations. She also commented on the electrification that we will be increasing electrification of byways in Colorado from 18 to 21 by June 30, which I think is absolutely fantastic. It's such a great opportunity for small and rural communities. Commissioner Bowman recognized the work of the Colorado Tourism Office for really promoting this program. And then lastly, speaking of fixing roads, and was very excited about the additional \$80 million that is going into surface treatment.
- Commission Chair Cook noted that there was no DRCOG meeting this month. It'll be virtual next month. The Commissioner attended a couple of open houses in one week. It was great. One was I -25 segment 2 and the other one was for the Federal Blvd. BRT. Both were really well attended and quite informative. She also attended a milestone event for Wadsworth CO 121. The project is approximately from 33rd to up to I-70. They're reconstructing that area. And when they open it here shortly, they'll convert it to a continuous flow intersection. It was great to see Colorado leading in the EV adoption and charging infrastructure. The TC Chair also echoed other comments

regarding observing important history, and safety concerns regarding the recovery of the CDOT employee struck, and in recovery. Pleaded for folks to honor speed limits and be vigilant while driving and honoring the pull over rule when observing workers in the CDOT right-of-way.

Executive Director's Report - Shoshana Lew

- Regarding the CDOT maintainer who was injured, is expected to recover. This demonstrates the importance of enforcement of the Move Over Law in Colorado.
- Director Lew recognized the good work of the Colorado Avalanche Team. Several CDOT staff attended the test of the new technology. This is great as the technology may be implemented at a scheduled time at night that is not during rush hour or heavy traffic daylight hours.
- The CDOT Division of Transportation Development and Multimodal Planning team along with the CDOT Regions were recognized for their work on presentations to the TC regarding the 10YP. It was also noted that funding in the 10YP is distinct from permitting processes related to the National Environmental Policy Act (NEPA), where the I-270 project is in process.
- CDOT anticipated the Draft Environmental Impact Plan would be posted in the Federal Register tomorrow, November 21, 2025, and will be followed by a 60-day comment period.
- The I-270 project alternatives have been thoroughly reviewed and analyzed during the NEPA process. Initially, the NEPA analysis was a shorter Environmental Assessment that has been elevated to an Environmental Impact Statement (EIS) which is a more involved and longer process with more opportunities for public input and comment. A total of three public hearings will be held, even though the requirement is only one. There are multiple perspectives and alternatives to evaluate and consider for the I-270 project, CDOT thanks everyone for their interest and their comments.

Chief Engineer's Report - Bob Hayes

- Regarding the Disadvantaged Business Enterprise (DBE) within CDOT - on October 3rd the federal rules for DBE certification fundamentally shifted when the US Department of Transportation's new interim final rule (IFR) eliminated race, gender, and national origin as automatic qualifiers for DBE certification. Moving forward, DBEs will have to be re-evaluated and will not be able to use race, gender, or national origin as a basis for certification. So once CDOT was made aware of this IFR from the US DOT, we took immediate action.
- On October 24th, US DOT provided a list of FAQs that did give some limited guidance on some of the challenges that we were finding with the IFR. And so we were able to take that guidance and modify those bulletins and update guidance out to the CDOT Regions to ensure that we were once again being consistent in our application of these new rules.
- The Chief Engineers office is working very closely with our uniform certification program partners. So that's the city and county of Denver and DEN to develop a uniform approach for the re-evaluation project process for these DBEs. CDOT is hopeful to be able to provide guidance to the previously certified DBEs and any potentially new DBEs within the next few weeks to start that process.

- However, CDOT does have an existing emerging small business program and that is unaffected by this IFR and we are moving forward with that as we have in the past. CDOT is also looking for opportunities to make that more robust and actually insert that program in more projects during this interim period where there are just a lot of unknowns.
- CDOT's immediate focus is working with the Colorado Unified Certification Program (UCP) right now. So, the city and county of Denver and DEN to ensure that we have a uniform process moving forward with the DBE certification and we'll also try and maximize our existing emerging small business program to the extent that is possible.

CTIO Director's Report - Piper Darlington

- Here is an update on what's happening on I25 North. We held our Colorado Transportation Investment Office (CTIO) Board meeting, our CTIO board meeting yesterday, and our board approved toll rates for I -25 North Segments 6, 7, and 8. Tolling has been under testing for several months. So, the Board adopted toll rates as that project is expected to go live for tolling here in early January 2026.
- Up north on I-25 over the Thanksgiving holiday, we are doing a lot of community messaging. CTIO is also going to be going live simultaneously with the safety and tolling enforcement program. That is where we are able to issue civil penalties for folks who weave across the solid line and evade the toll essentially. So we're really combining messaging with a lot of print ads, TV placements.
- We are also doing a lot of 30 second clips on Instagram. You'll hear information on Pandora on the radio. So we are also partnering with driving schools through CU.

STAC Report - STAC Chair, Gary Beedy

- Chair Beedy thanked the TC members who attended the last STAC meeting that was an in-person meeting. Most STAC meetings are remote, but the February STAC meeting will also be in-person at CDOT HQ.
- STAC reviewed and approved recommendation passage of the budget items for the TC.
- The BTE folks are impressive with their approach to obtaining additional funding to slow the bridge deterioration process with more rehab and maintenance bridge projects.
- The critical need for our infrastructure condition being strategic in extending the life of maintenance projects and more funding.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of October 16, 2025
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal Parcel 333 REV-EX, C470 & Bowles, Littleton
- Proposed Resolution #4: Declaration of Excess Parcel 806-EX, I-25 and Santa Fe, Denver
- Proposed Resolution #5: Update to Policy Directive (PD) 10.0 - Workplace Violence
- Proposed Resolution #6: FY 26 Maintenance Projects Between \$150k-\$300k
- Proposed Resolution #7: Referral of Access Appeal on SH 159A to Colorado Department of Personnel, Office of Administrative Courts

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

Discuss and Act on Proposed Resolution #8: 4th Budget Amendment of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #9: 3rd Budget Supplement of FY 2025-26 - Jeff Sudmeier and Bethany Nicholas

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

Discuss and Act on Proposed Resolution #10: FY 2026-27 Proposed Annual Budget Allocation Plan - Jeff Sudmeier and Bethany Nicholas

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

Recognitions and Other Matters

Recognizing winner of the 2025 CDOT Innovations Challenge

Background

The CDOT Innovations Challenge is an internal CDOT statewide competition to highlight and recognize the “Best of the Best” improvements and innovations which are developed and implemented by members of Team CDOT. More information is available on the CDOT Innovation, Improvement and Engagement Hub.

Outstanding Tool Improvement Award:

The “Adding A Balance Point to Tall Truck Beds” Tool, developed and implemented by Edd Skinner and Donald Luntsford from Region 4.

Outstanding Productivity Improvement Award:

The “Remove Cable Rail Posts With Ease” Improvement, developed and implemented by Cameron Contreras from Region 4.

Outstanding Business Process Improvement Project: “Operational Level of Service (OLOS) Dashboard Improvement Project.

The Project Managers are Benjamin Acimovic and Elena Farhadi from the Division of Engineering. The cross-functional project these people from CDOT and the Governor’s Office of Information Technology (OIT): Rachel Davis, Stefan Hoglund, Nell Conti, Gary Aucott, Shelley Broadway, Kathleen McLaughlin, Greg Ostravich, Huy Huynh, and Jacob Kershner.

People’s Choice Award Winner

“Heated Snow Plow Headlights”, developed and implemented by Curtis Rathbun and Kelly Jerome from Region 1.

Please note:

All three BTE resolutions and all four FIE resolutions were passed by their Boards unanimously.

Adjournment

The TC Board Meeting was adjourned at approximately 11:30 am.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday, December 17, 2025 at 1:00pm.



STAC Legislative Feedback Form

- At the November STAC meeting, there was a discussion about increasing opportunities to engage on legislation during the upcoming legislative session.
- In addition to sending CDOT regular legislative reports, OPGR has created a Google Form for STAC members to share feedback and ask questions regarding pending legislation.
- Depending on the nature of the inquiry and the fast-moving nature of the legislative session, OPGR may not be able to accommodate every legislative request, but we will support how we can when possible.
- If STAC believes this could be a useful tool, we will deploy this system during the upcoming legislative session and include the link on future agendas through May 2026.
- Google Form: <https://docs.google.com/forms/d/1CQc-nsOPlnnFGgEAXvjphqaMccPe9Tkxm3XCcmuoAxs/preview>



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Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Jason Smith, Region 3 Transportation Director;
Julie Constan, Region 5 Transportation Director;
Darius Pakbaz, Director, Division of Transportation Development
Date: January 08, 2025

Subject: FY 2027-2036 10-Year Plan Workshop: Region 3 & Region 5

Purpose

Staff will begin the process of presenting the 10-Year Plan for consideration and recommendation to the Commission. CDOT Regions 3 and 5 project lists will be featured at this workshop, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Western Slope.

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 3 10-Year Plan

Region 3 is proposing 45 projects for delivery and/or funding into the FY 2027-36 10-Year Plan, with 10 new projects for inclusion into the plan. The Region is requesting \$132 million in planned strategic funds for their projects in the first four-year prioritized plan (FY 2027-30) and \$198 million in planned strategic funds for the out-years of the plan.

Region 3's proposed plan has projects focusing on improving the goals of the 2050 Statewide Plan, with 50% of the projects focusing on Fixing Our Roads, 42% focusing on Advancing Transportation Safety, and 50% focusing on Sustainably Increasing Transportation Choice.

Region 3 Regional Transportation Director Jason Smith will highlight the following projects for the workshop today:

- US 40 Red Dirt Hill Phase II
- I-70 Interchange Improvements in Garfield County
- I-70 Glenwood Canyon Critical Asset Repair
- CO 149 South of Lake City
- I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street
- US 40 Fraser Safety Improvements Phase I

Region 5 10-Year Plan

Region 5 is proposing 36 projects for delivery and/or funding into the FY 2027-36 10-Year Plan, with 8 new projects for inclusion into the plan. The Region is requesting \$69 million in planned strategic funds for their projects in the first four-year prioritized plan (FY 2027-30) and \$103 million in planned strategic funds for the out-years of the plan.

Region 5's proposed plan has projects focusing on improving the goals of the 2050 Statewide Plan, with 40% of the projects focusing on Fixing Our Roads, 50% focusing on Advancing Transportation Safety, and 33% focusing on Sustainably Increasing Transportation Choice.

Region 5 Regional Transportation Director Julie Constan will highlight the following projects for the workshop today:

- US 160 Elmore's East Safety and Mobility Project
- CO 151 Resurfacing between Old Gellegos Rd. and US 160
- US 285 Safety and Mobility Improvements between Center and Saguache
- CO 159 Resurfacing South of San Luis
- US 550 Shoulder Improvements and Wildlife Fencing between Uncompahgre River and Colona
- Multimodal Improvements on CO 145

Next Steps

The 10-Year Plan projects for CDOT Regions 1, 2 and 4 will be presented to the STAC at a future workshop, currently anticipated for February 2026. The revised 10-Year Plan is anticipated to be adopted by the Transportation Commission by late winter or early spring of 2026. There will be ongoing transparency with public, stakeholders, and statewide partners through dashboards and reports as we work to finalize the updated 10-Year Plan. After adoption, revisions to the plan will be brought to the Commission for review and approval as they arise.

Attachments

- Presentation - FY 2027-FY 2036 10-Year Plan Workshop Region 3 & Region 5 Projects
- Attachment A - Region 3 & Region 5 Project Tables



FY 2027-FY 2036 10-Year Plan Workshop

Region 3 & Region 5 Projects

January 2026





10-Year Plan Completion Schedule

10-Year Plan Completion Schedule

Version: 11/5/2025



	2025					2026		
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2050 Statewide Plan Adoption								
TC Briefing								
STAC Briefing								
Public Review and Comment								
TC Adoption								
GHG Analysis and Modeling								
GHG Report Adoption								
CDOT and MPO/TPR Project Coordination								



Workshop Agenda



- November 2025 Workshop Focus - Colorado Western Slope
- Region 3 Proposed 10-Year Plan Overview
- Region 5 Proposed 10-Year Plan Overview
- Fixing our Roads on the Western Slope
- Addressing Advancing Transportation Safety on the Western Slope
- Addressing Sustainably Increasing Transportation Choice on the Western Slope
- Finalization & Next Steps



Proposed 10-Year Plan & Projects: CDOT Region 3





Region 3 Overview

Region 3: Northwest Colorado

Counties in this region are Delta, Eagle, Garfield, Grand, Gunnison, Jackson, Hinsdale, Lake, Mesa, Moffat, Montrose, Pitkin, Rio Blanco, Routt and Summit.

Major highways through this region include I-70, US 24, US 34, US 40, US 50 and US 550.

Region 3 Proposed 10-Year Plan Overview

- 45 Proposed Projects for next 10-Year Plan
- 10 New proposed projects added to the 10-Year Plan
- \$132 million proposed strategic fund allocations for FY 2027 through FY 2030
- \$198 million proposed strategic funds allocations for FY 2031 through FY 2036





Region 3 Project Highlight:

US 40 Red Dirt Hill Phase II



Advancing Transportation Safety

US 40 Red Dirt Hill Phase II

- US 40 in Grand County
- \$10,000,000 in FY 27-30 Strategic Funding (with additional Regional funding)
- Safety improvements on US 40 to improve the road to meet current standards including adding turn lanes, acceleration and deceleration lanes and widen shoulders in an area with a high crash rate.
- The improvements will reduce crashes on this critical section of roadway. The widened shoulders will allow drivers to self-correct if needed. The acceleration, deceleration and turn lanes allow the drivers to shift out of the traveled way when there is a speed differential, preventing unexpected rear-end crashes.





Region 3 Project Highlight: I-70 Interchange Improvements in Garfield County



Advancing Transportation Safety



I-70 Interchange Improvements in Garfield County

- I-70 In Garfield County
- \$7,000,000 in FY 27-30 and \$16,000,000 in FY31-36 Strategic Funding
- Safety and operational improvements at the I-70 Silt and New Castle Interchanges.
- Safety and operational improvements will be scaled to available budget and may include I-70 ramp improvements, and signing/stripping improvements.



Region 3 Project Highlight: I-70 Glenwood Canyon



**Fix
Our
Roads**

I-70 Glenwood Canyon Critical Asset Repair

- I-70 in Garfield and Eagle Counties
- \$11,000,000 of FY 27-30 and \$23,000,000 of FY 31-36 Strategic Funding
- Project Description - Worst first Type 8 Guardrail replacement and paving with concrete throughout GWC.
- Project will be scoped and scaled to available budget to replace deteriorated guardrail with new guardrail that meets the current crash testing standard.





Region 3 Project Highlight:

CO 149 South of Lake City



**Fix
Our
Roads**

CO 149 South of Lake City

- CO 149 in Lake County
- \$19,000,000 FY 31-36 Strategic Funding
- Rural Paving Program project, focusing on fixing the highway with Cold In Place Resurfacing (4-inch) with HMA overlay (1.5-inch).
- Improve driveability with new surface replacing failing asphalt, cracking, and distress.





Region 3 Project Highlight: I-70 Business Corridor Improvements between 1st St. and 15th St.



**Sustainably
Increase
Transportation
Choice**

I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street

- I-70 Business Route in Grand Junction
- \$15,300,000 FY 27-30 Strategic Funding
- Comprehensive reconstruction of I-70B, featuring significant drainage, traffic signal, and access improvements. Also includes multimodal enhancements for pedestrians and cyclists, drainage improvements, and improved side-street connections.
- Modernizing the I-70B urban template by implementing comprehensive profile and grade corrections will create a significantly smoother, safer, and more pleasant ride for both cars, freight, and transit. Flatter, more predictable grades will enhance safety and functionality for pedestrians, ADA, cyclists, micromobility and other vulnerable road users.





Region 3 Project Highlight: US 40 Fraser Safety Improvements Phase I



**Sustainably
Increase
Transportation
Choice**



US 40 Fraser Safety Improvements Phase I

- US 40 in Grand County
- \$20,000,000 FY 31-36 Strategic Funding
- US 40 improvements between Rendezvous Road and County Road 72 intersections including intersection improvements, and improvements in pedestrian and multi-modal connectivity and safety.
- The project will improve safety and both vehicular and multi-modal mobility on the US 40 corridor including reducing congestion, improving operational performance and addressing future transportation needs.



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Questions for Region 3?

Presenter:

Jason Smith
Region 3 Transportation
Director
jasonc.smith@state.co.us

Region 3 Staff:

Mark Rogers
mark.rogers@state.co.us

Jessi Spencer
jessi.spencer@state.co.us

Thank you!



Proposed 10-Year Plan & Projects: CDOT Region 5





Region 5 Overview

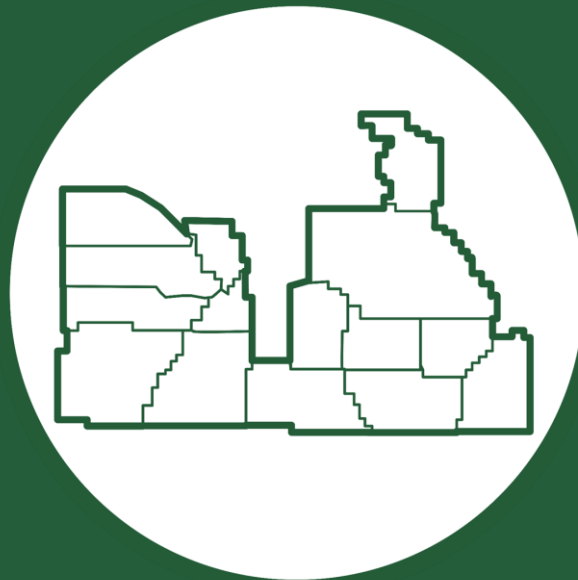
Region 5: Southwest/South Central Colorado

Counties in this region are Alamosa, Archuleta, Chaffee, Conejos, Costilla, Dolores, La Plata, Mineral, Montezuma, Montrose, Ouray, Rio Grande, Saguache, San Juan and San Miguel.

Major highways in this region include US 160, US 285, US 491 and US 550.

Region 5 Proposed 10-Year Plan Overview

- 36 Proposed Projects for next 10-Year Plan
- 8 New proposed projects added to the 10-Year Plan
- \$69 million proposed strategic fund allocations for FY 2027 through FY 2030
- \$103 million proposed strategic funds allocations for FY 2031 through FY 2036





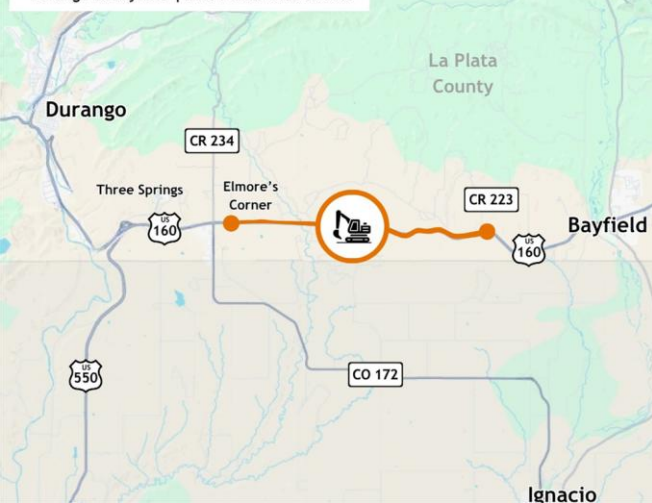
Region 5 Project Highlight: US 160 Elmore's East Safety and Mobility



Advancing Transportation Safety



-Advancing Transportation Safety-
US 160 Elmore's East Project
Durango to Bayfield | Mile Points 91.3 to 99.5



US 160 Elmore's East Safety and Mobility Project

- US 160 in La Plata County
- Funding: \$120.5M total cost (\$28M FY19-26, \$6M FY27-30, \$14 Bridge & Tunnel Enterprise, \$59M INFRA grant, \$13.5M Other Funds)
- This project will complete the improvements consistent with the Environmental Impact Statement, which includes widening, access improvements, and wildlife mitigation.
- The two-lane facility will be upgraded to a 4-lane section with a two-way left-turn lane, alternating passing lanes will be built, the US 160/CR 225 intersection will be improved, and wildlife vehicle collisions will be addressed.



Region 5 Project Highlight:

CO 151 Resurfacing between Old Gellegos Rd. and US 160



Fix
Our
Roads



-Fix Our Roads-

CO 151 Resurfacing Project

Arboles to US 160 Junction | Mile Points 26 to 34



CO 151 Resurfacing between Old Gellegos Rd. and US 160

- CO 151 in Archuleta County
- Funding: Total Cost \$9.4M(\$9.4 Strategic Funding FY31-36)
- Rural road pavement resurfacing on CO 151 between mile markers 26 and 34.
- Resurfacing roads maintains the asset by restoring the structural integrity of the pavement, preventing costly long-term damage, and protecting the underlying layers from water and weather. This proactive approach extends the lifespan of the road and makes it safer for drivers.



Region 5 Project Highlight:

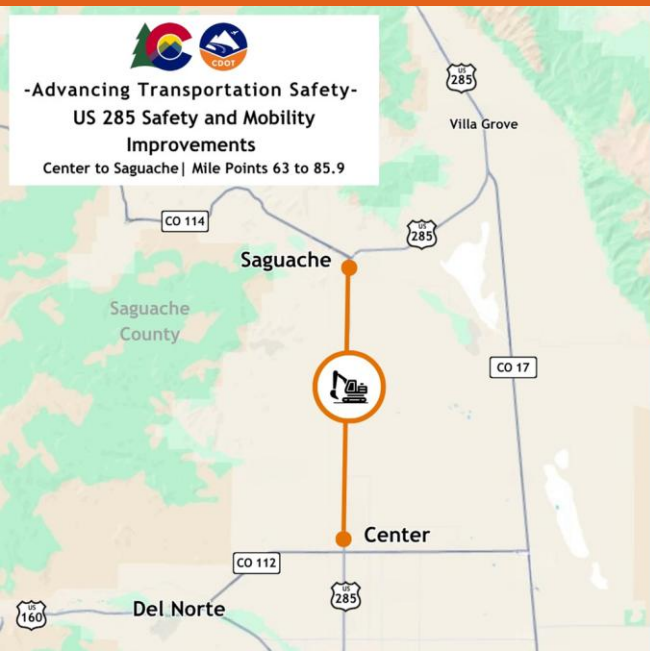
US 285 Safety and Mobility Improv. between Center and Saguache



Advancing Transportation Safety



-Advancing Transportation Safety-
US 285 Safety and Mobility
Improvements
Center to Saguache | Mile Points 63 to 85.9

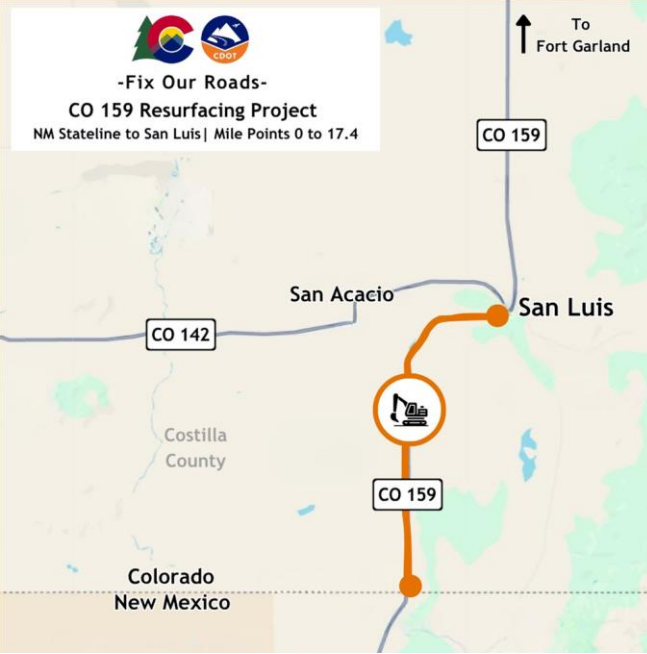


US 285 Safety and Mobility Improvements between Center and Saguache

- US 285 in Saguache County
- Funding: Total Cost \$70M (Strategic Funding FY19-26 - \$20.6M, FY27-30 - \$11.1M, FY31-36 - \$1.9M)
- This project will widen shoulders on US 285 between Center and Saguache. This will provide wider travel lanes, additional paved shoulders, passing lanes, and traversable side-slopes to improve safety.
- The existing two-lane road has minimal paved shoulders, and very steep slide-slopes creating hazards for any vehicles that need to leave the roadway. The project will flatten the slide-slopes, and create refuge space on the road shoulder.



Region 5 Project Highlight: CO 159 Resurfacing South of San Luis



CO 159 Resurfacing South of San Luis

- CO 159 in Costilla County
- Funding: Total Cost \$9.4M (\$9.4 Strategic Funding FY31-36)
- Rural road pavement resurfacing consisting of a 2.5" overlay of CO 159 from the New Mexico state line to Culebra Creek
- Resurfacing roads maintains the asset by restoring the structural integrity of the pavement, preventing costly long-term damage, and protecting the underlying layers from water and weather. This proactive approach extends the lifespan of the road and makes it safer for drivers.



Region 5 Project Highlight: US 550 Shoulder Improvements and Wildlife Fencing



Advancing Transportation Safety



-Advancing Transportation Safety-
US 550 Shoulder Improvements and
Wildlife Fencing
Ridgway to Colona | Mile Points 107 to 117



US 550 Shoulder Improvements and Wildlife Fencing between Uncompahgre River and Colona

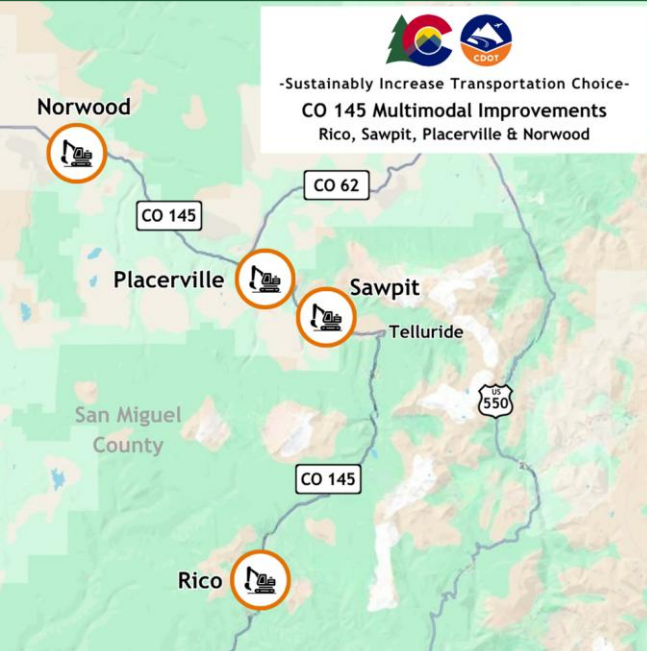
- US 550 in Ouray County
- Funding: Total Cost \$30.9M (Strategic Fund FY19-26 - \$10.5M, FY27-30 - \$20.4M)
- This project will improve 3 miles of shoulders along US 550, address gaps in previously installed wildlife exclusionary fencing, install deer guards at access points, and improve the access into Ridgway State Park.
- Widening the shoulders will provide safety for any vehicles that are forced to leave the travel lanes. Fixing the holes in the wildlife fence will keep deer and elk out of the ROW which has been a significant issue in this area.



Region 5 Project Highlight: Multimodal Improvements on CO 145



Sustainably Increase Transportation Choice



Multimodal Improvements on CO 145

- CO 145 in San Miguel County
- Funding: Total Cost \$4.1M (Strategic Fund FY19-26 - \$680K, FY27-30 - \$2.7M, \$150k MMOF from Town of Rico, \$575k State ADA)
- This project will provide multimodal improvements such as ADA ramps, curb and gutter, crosswalks, rectangular rapid flashing beacons (RRFBs), and restriping to improve the pedestrian and bicycling environment in Rico, Sawpit, Placerville, and Norwood.
- Sidewalks provide safety by creating a physical separation between pedestrians and vehicles, which significantly reduces the risk of crashes. They also prevent accidents by providing a designated, stable walking path away from road hazards and are essential for creating accessible and walkable communities for everyone.



COLORADO

Department of Transportation

Questions for Region 5?

Presenter:

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Thank you!



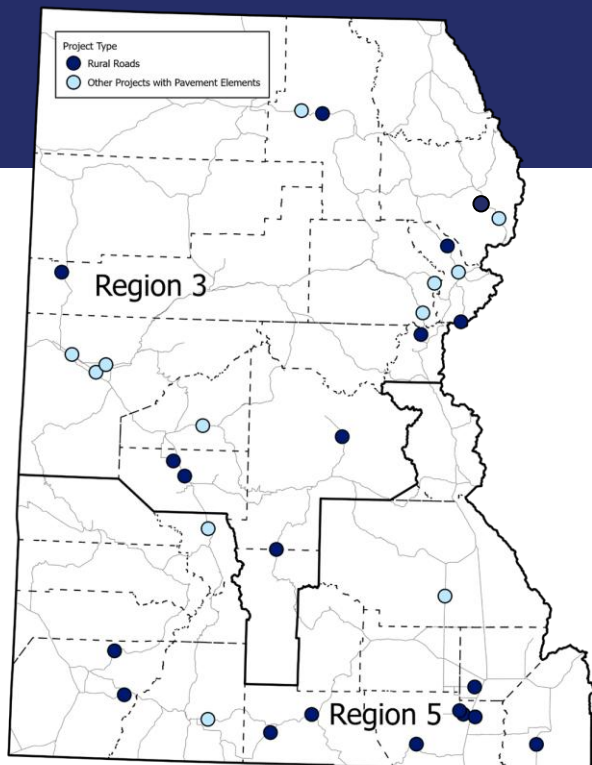
Western Slope Focus: Fix Our Roads Projects in Region 3 and Region 5





Fix Our Roads

Maintaining the Commitment to Rural Roads in Regions 3 & 5



The rural road network throughout the state connects small communities and makes it possible for critical goods to make it to market. CDOT will continue to focus on these roads as part of its next 10-Year Plan through the Rural Road Paving Program.

20 projects will be rural road paving projects, including:

- CO 9 South of Green Mountain Reservoir
- CO 9 Hoosier Pass paving
- CO 135 Almont
- CO 151 Resurfacing between Old Gellegos Rd. and US 160
- CO 159 Resurfacing: Stateline to Culebra Creek South of San Luis

Another 14 projects will fix our roads as part of their scope, including:

- US 50 Asset Management North of Montrose
- I-70 Resurfacing Horizon Drive to Palisade
- US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colona
- US 285 Safety and Mobility Improvements between Center and Saguache



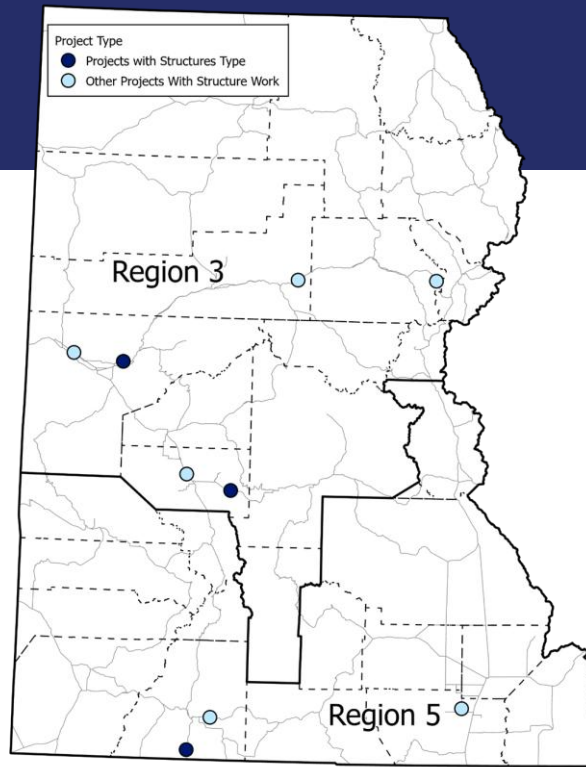
Fix Our Roads

Addressing Bridges and Structures in Regions 3 & 5

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.

10 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:

- US 160 Elmore's Corner East
- US 50 Cerro Summit Wall
- US 550 P-05-G Bridge Replacement
- CO 371 between CO 15 and CO 368
- I-70 Glenwood Canyon Critical Asset Repair
- US 50 Asset Management North of Montrose





Western Slope Focus: Advancing Transportation Safety Projects in Region 3 and Region 5





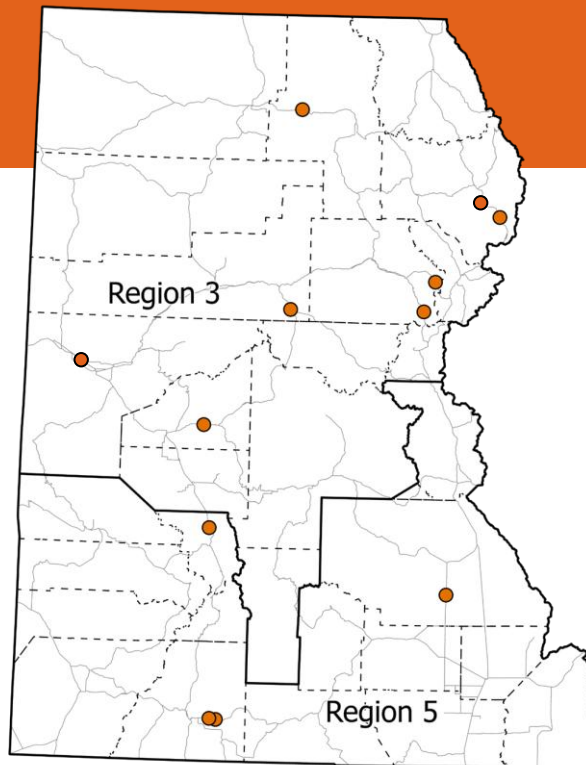
Advancing Transportation Safety

Investments towards Safer Travel in Regions 3 & 5

The Advancing Transportation Safety goal focuses on making travel safer for all modes. Overall, 38 projects in these plans will include elements to improve the safety of the traveling public on the Western Slope.

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

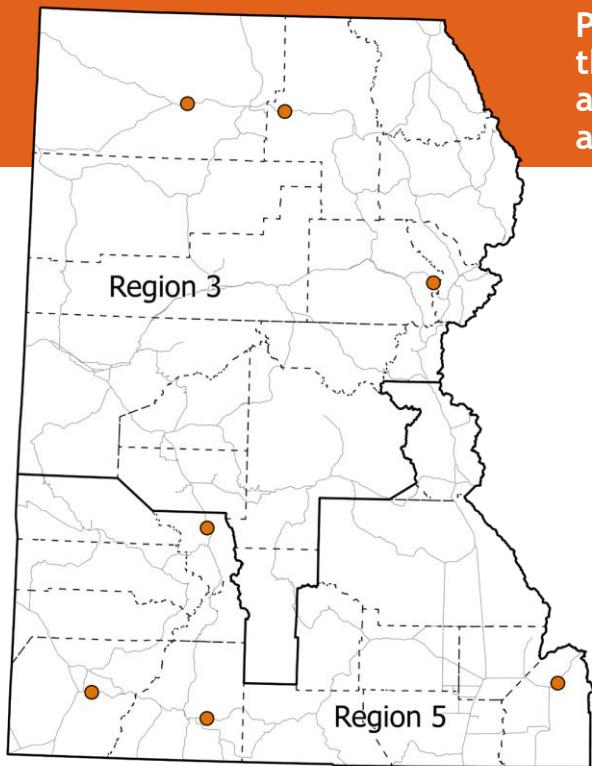
- US 24 Safety Improvements between Minturn and Leadville
- US 285 Safety and Mobility Improvements between Center and Saguache
- I-70 West: Vail Pass Safety Improvements - Phase 1
- US 160: Dry Creek Passing and Mobility Improvements
- US 40 Passing Lanes between Craig and Steamboat Springs
- US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colon





Advancing Transportation Safety

Reducing Wildlife Collisions in Regions 3 & 5



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.

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

- US 40 Wildlife Mitigation Safety
- US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colona
- US 160 East of Fort Garland Safety and Wildlife Mitigation; Advancing Transportation Safety (to be completed in early 2026)
- Wildlife Mitigation on US 160 between Cortez and Mancos
- I-70 West: Vail Pass Safety Improvements - Phase 1
- US 160 Elmore's Corner East



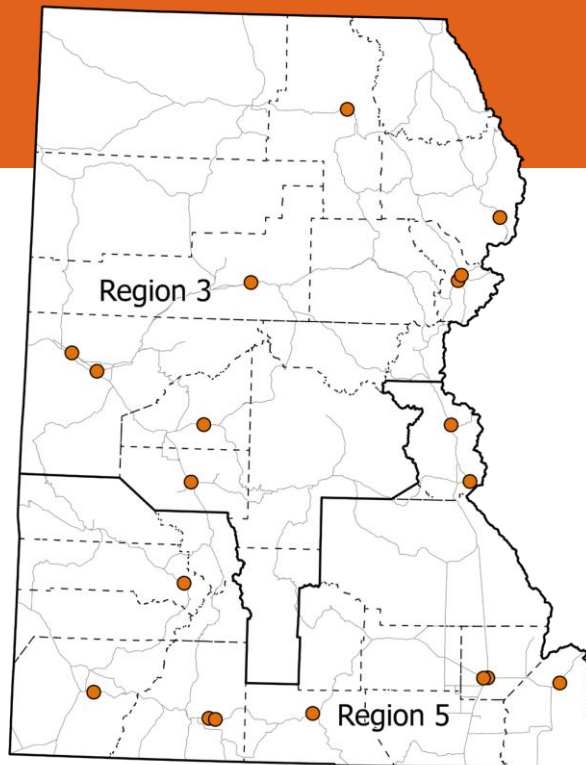
Advancing Transportation Safety

Safer Intersections in Regions 3 & 5

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.

19 projects are focused on making intersections safer including:

- US 6 & CO 9 Safety and Operational Improvements
- Intersection Improvements at CO 145 and Illium Road at MP 74.1
- I-70 Interchange Improvements in Garfield County
- US 40 and Downhill Drive Intersection Improvements
- Intersection Improvements at US 160 and Pike Avenue
- Intersection Improvements at US 160 and CR 30.1 (Phil's World)
- Intersection and Pedestrian Improvements at CO 291 and US 50
- US 50/US 550 Intersection Improvements





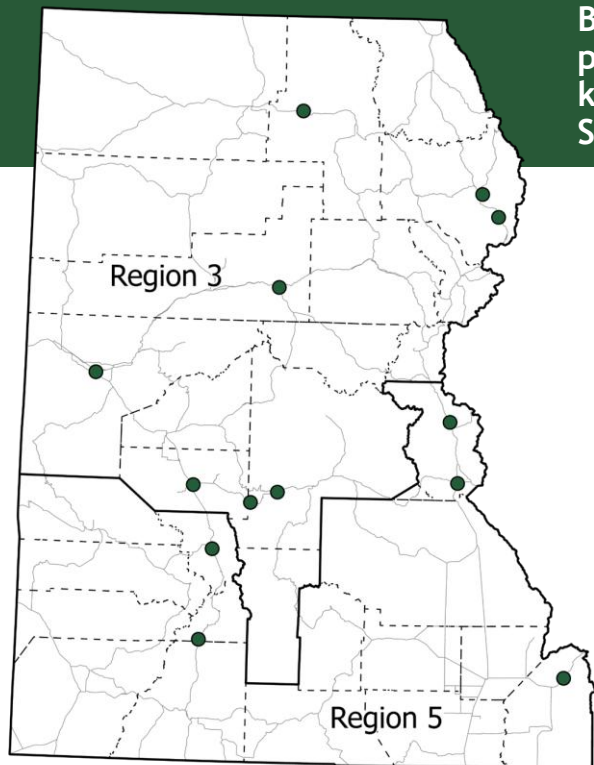
Western Slope Focus: Sustainably Increase Transportation Choice Projects in Region 3 and Region 5





Sustainably Increase Transportation Choice

Supporting Interregional Travel in Regions 3 & 5



Bustang, CDOT's interregional bus transit service, connects major populations, employment centers and local transit entities, and is a key component in providing more choices for travel on the Western Slope.

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

- Bustang Outrider Services supporting communities such as Steamboat Springs, Craig, Durango, Alamosa, Crested Butte, and many other communities.
- Bustang Mainline and Pegasus from Denver to Avon and Grand Junction.
- Bustang Snowstang Service to Arapahoe Basin, Breckenridge, Copper Mountain, & Loveland Ski Area.

13 Projects will support Bustang through investment in Outrider stops, transit centers, and Mobility Hubs, including:

- Grand Junction Mobility Hub
- Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig
- Outrider Stop Improvements Durango to Grand Junction Route
- Outrider Stop Improvements Alamosa to Pueblo Route



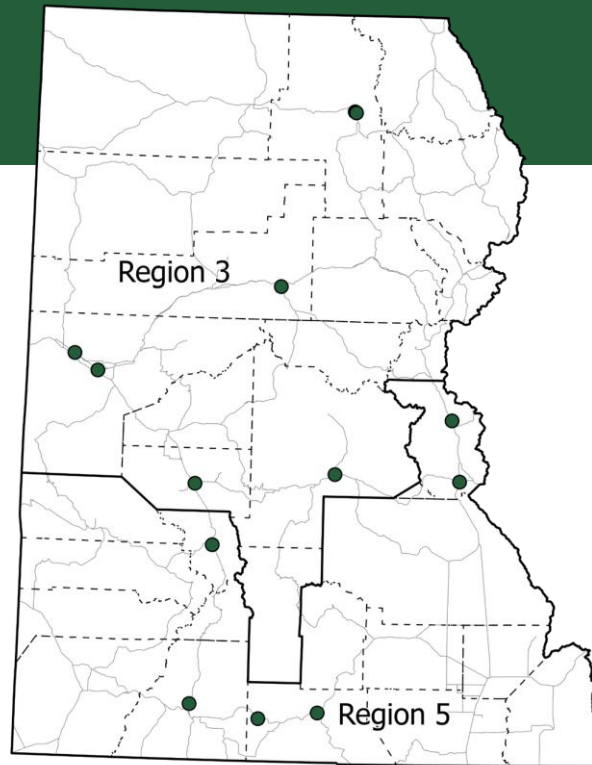
Sustainably Increase Transportation Choice

Supporting Local Transit Services in Regions 3 & 5

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

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

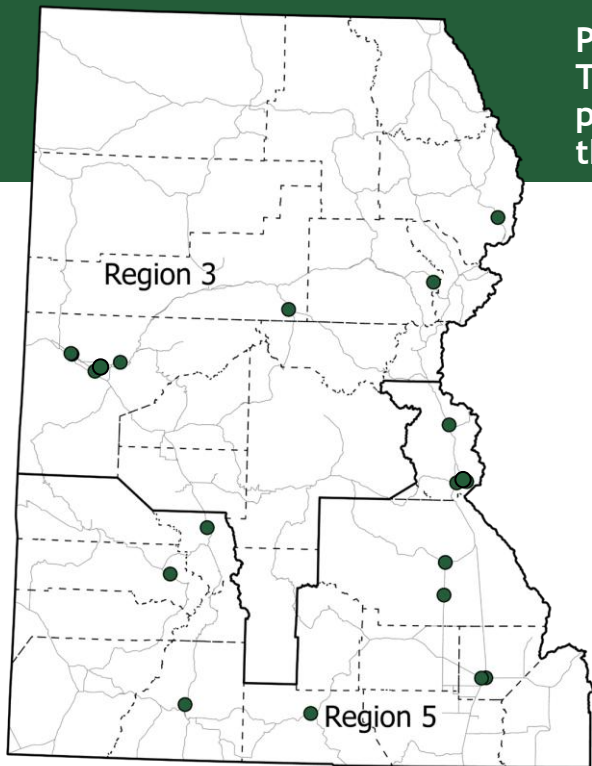
- Multimodal Improvements on CO 145
- Montrose Multimodal Transit Center (All Points Transit)
- US 6 Transit Improvements (Fruita)
- Regional Transit Service between Montrose and Telluride
- Poncha Springs Crossroads Welcome Center
- Mountain Express Transit Center
- Durango Transit Capital Improvement
- RFTA Glenwood Maintenance Facility - Phases 3 and 7
- Steamboat Springs Bus Rapid Transit Planning Study





Sustainably Increase Transportation Choice

Supporting Active Transportation in Regions 3 & 5



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 Western Slope.

20 projects will also include active transportation elements including:

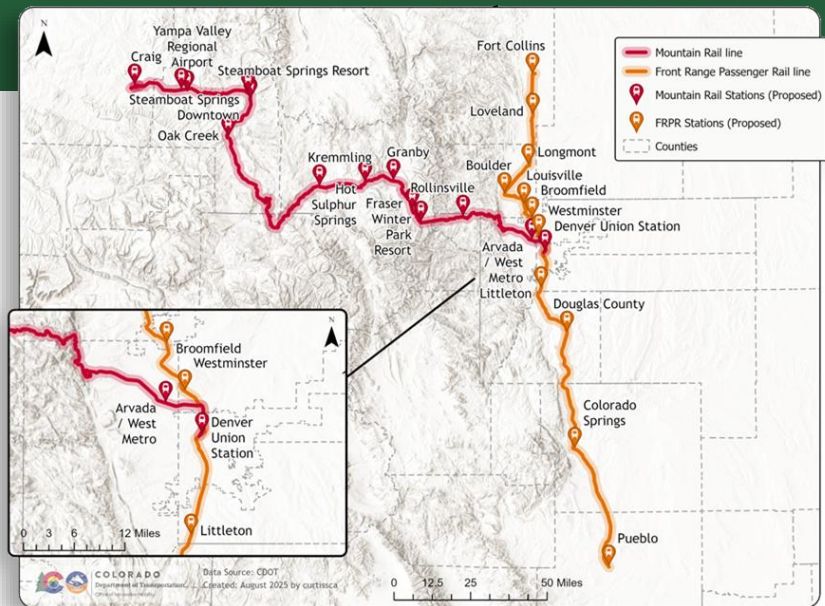
- I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street
- US 6 Fruita to Palisade Safety Improvements (Fruita)
- US 285 Multimodal Improvements in Saguache
- US 24 Intersection Improvements at Steele in Buena Vista
- Intersection and Pedestrian Improvements at CO 291 and US 50
- Intersection Improvements at US 160 and Pike Avenue
- US 40 Fraser Safety Improvements Phase I



Sustainably Increase Transportation Choice

Mountain Rail

The Colorado Mountain Rail Project will be an important component to sustainably increase transportation choice on the Western Slope



Funding Mechanisms

- State funding through the SB24-184: Congestion Mitigation Fee
- Potential federal funding sources include Consolidated Rail Infrastructure and Safety Improvements (CRISI), Better Utilizing Investments to Leverage Development (BUILD) and Federal-State Partnership (FSP) Grant Programs.

Project Development

- Finalization of the Service Development Plan.
- Initiation of Station Planning for the West Metro and Steamboat Springs stations.
- Phase 1 Implementation including operator and rolling stock procurement, FRA regulatory approvals for the service, and the design and construction of layover facilities.



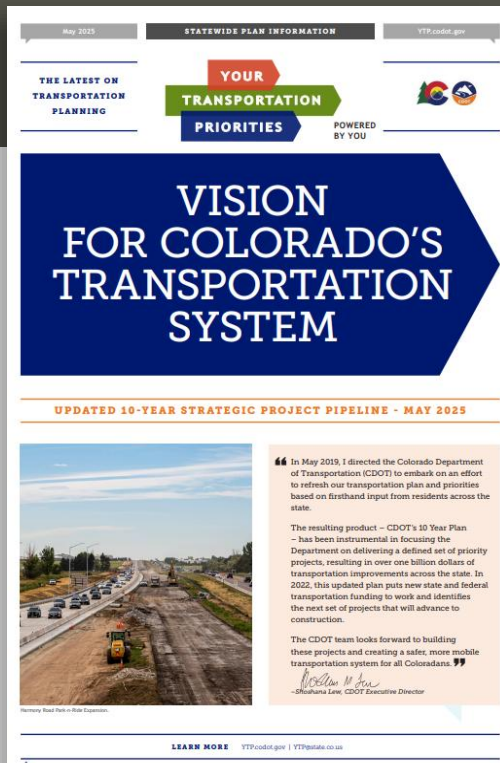
Finalization Schedule & Next Steps





Next Steps

Future Workshops and Completion of the Plan



Roadmap for Future Workshops and Plan Adoption

Future Commission Workshop Topics

- January 2026 - Proposed Projects and Plans from Regions 1, 2 and 4.
- January 2026 - Presentation of CDOT GHG Transportation Report, as required by 2 CCR 601-22.
- 10-Year Plan Public Comment Period expected to open following Commission Presentation in January.
- Continued coordination with STAC, MPO/TPRs, and other planning partners.

10-Year Plan Adoption

Concluding the 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

10-Year Plan Completion Schedule

Version: 11/5/2025



	2025					2026		
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2050 Statewide Plan Adoption								
TC Briefing								
STAC Briefing								
Public Review and Comment								
TC Adoption								
GHG Analysis and Modeling								
GHG Report Adoption								
CDOT and MPO/TPR Project Coordination								

10 Year Plan - Project Pipeline

Adopted XXX



Northwest Projects Highway & Transit Projects in Region 3

Under Construction Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 6	US 6 Fruita to Palisade Safety Improvements (Fruita)	Grand Valley MPO	0031 2571	Safety	\$49.4M		\$2.0M	Yes	\$60.3M	
US 40	US 40 and Downhill Drive Intersection Improvements	Northwest TPR	1729	Intersec- tions/Oper- ational	\$8.5M			Yes	\$9.8M	
I-70B	I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street	Grand Valley MPO	2568 0041	Urban Paving	\$55.2M	\$15.3M	\$30.0M	Yes	\$100.0M	
I-70	I-70 West: Vail Pass Safety Improvements - Phase 1	Intermountain TPR	0042 1161	Roadway Capacity	\$83.5M	\$50.0M	\$27.0M	Yes	\$458.1M	Yes
I-70	I-70 Interchange Improvements in Garfield County	Intermountain TPR	1171	Intersec- tions/Oper- ational	\$10.7M	\$7.0M	\$16.0M	Yes	\$17.5M	
I-70	RFTA Glenwood Maintenance Facility - Phases 3 and 7	Intermountain TPR	1210	Transit	\$3.0M			Yes	\$46.1M	
I-70	Advancing Transportation Safety (West Vail Pass Auxiliary Lanes)	Intermountain TPR	2781	Safety	\$3.8M			Yes	\$3.8M	
CO 92	CO 92 Safety Improvements West of Hotchkiss and Rogers Mesa to Hotchkiss	Gunnison Valley TPR (R3)	0039 1107	Rural Paving	\$32.1M	\$14.4M		Yes	\$47.3M	

Design Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 6	US 6 Transit Improvements (Fruita)	Grand Valley MPO	2727	Transit	\$1.5M		\$2.6M	Yes	\$5.7M	
US 50, US 550	US 50/US 550 Intersection Improvements	Gunnison Valley TPR (R3)	0040	Intersec- tions/Oper- ational	\$3.4M			Yes	\$4.0M	
US 50	Montrose Multimodal Transit Center (All Points Transit)	Gunnison Valley TPR (R3)	1096	Transit	\$3.2M			Yes	\$3.2M	
US 40	US 40 Fraser Safety Improvements Phase I	Northwest TPR	1259	Intersec- tions/Oper- ational			\$20.0M	Yes	\$20.0M	
US 40	US 40 Passing Lanes between Craig and Steamboat Springs	Northwest TPR	1712	Safety		\$6.8M	\$10.0M	Yes	\$25.0M	
US 40	US 40 East of Hayden - Phase 1	Northwest TPR	2643 2646	Rural Paving	\$9.0M				\$10.0M	
US 40	US 40 Red Dirt Hill Phase II	Northwest TPR	2765	Rural Paving	\$7.0M	\$10.0M			\$17.0M	
US 24	US 24 Safety Improvements between Minturn and Leadville	Intermountain TPR	1203	Safety		\$3.4M			\$7.0M	
US 24	US 24 North of Leadville	Intermountain TPR	2777	Rural Paving	\$8.4M			Yes	\$9.1M	
I-70	I-70 Glenwood Canyon Critical Asset Repair	Intermountain TPR	1151	Safety		\$11.0M	\$23.0M		\$70.0M	
I-70	I-70 and CO 9 (Exit 203) Interchange Improvements	Intermountain TPR	1157	Intersec- tions/Oper- ational	\$44.0M			Yes	\$44.5M	
I-70	Grand Junction Mobility Hub	Grand Valley MPO	2747	Transit	\$4.1M			Yes	\$12.7M	
CO 348	CO 348 West of Olathe	Gunnison Valley TPR (R3)	2664 2665	Rural Paving	\$10.0M			Yes	\$13.4M	

Planned Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 50	US 50 Asset Management North of Montrose	Gunnison Valley TPR (R3)	1462	Rural Paving			\$10.6M		\$15.0M	
US 40	Steamboat Springs Transit Fleet Expansion	Northwest TPR	1245	Transit	\$2.4M				\$2.4M	
US 40	Redesign and Construct the Steamboat Springs Transportation Center - Phase 1	Northwest TPR	1246	Transit	\$2.3M				\$2.3M	
US 40	Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig	Northwest TPR	2748	Transit	\$0.3M				\$0.3M	
US 40	Outrider Improvements at Winter Park and Tabernash	Northwest TPR	2749	Transit	\$0.2M				\$0.2M	
TRANSIT	Regional Transit Service between Montrose and Telluride	Gunnison Valley TPR (R3)	1028	Transit	\$0.5M			Yes	\$1.2M	
TRANSIT	Gunnison Transit Center	Gunnison Valley TPR (R3)	1102	Transit	\$1.0M				\$1.0M	
TRANSIT	Steamboat Springs Bus Rapid Transit Planning Study	Northwest TPR	1254	Transit	\$0.3M				\$0.3M	
TRANSIT	Western Slope Maintenance Facility	Gunnison Valley TPR (R3)	2340	Transit	\$2.7M				\$2.7M	
TRANSIT	Outrider Improvements at Montrose, Delta, and Gunnison	Gunnison Valley TPR (R3)	2454	Transit	\$0.3M				\$0.3M	
TRANSIT	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	Northwest TPR	2494	Transit	\$0.3M				\$0.3M	
TRANSIT	Mountain Express Transit Center	Gunnison Valley TPR (R3)	2766	Transit	\$1.0M				\$1.0M	
TRANSIT	Gunnison to Montrose Outrider Expansion (Rolling Stock)	Gunnison Valley TPR (R3)	2767	Transit	\$0.9M				\$0.9M	
CO 9	CO 9 South of Green Mountain Reservoir	Intermountain TPR	2644	Rural Paving		\$8.5M			\$8.5M	

10 Year Plan - Project Pipeline

Adopted XXX



Northwest Projects Highway & Transit Projects in Region 3

New Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 6, CO 9	US 6 & CO 9 Safety and Operational Improvements	Intermountain TPR	3326	Safety			\$4.5M		\$4.5M	
US 50	US 50 Cerro Summit Wall	Gunnison Valley TPR (R3)	3324	Structures			\$5.0M		\$15.0M	
US 40	US 40 Wildlife Mitigation Safety	Northwest TPR	3323	Safety			\$9.6M		TBD	
I-70	I-70 Mt. Garfield Underpass	Grand Valley MPO	3322	Structures			\$5.0M		\$10.0M	
I-70	I-70 Resurfacing from Horizon Drive to Palisade	Grand Valley MPO	3329	Urban Paving		\$1.1M		Yes	\$9.1M	
CO 9	CO 9 Hoosier Pass Paving	Intermountain TPR	3327	Rural Paving			\$8.6M		\$8.6M	
CO 82	CO 82 Safety and Active Transportation Improvements	Intermountain TPR	3318	Safety	\$4.5M				\$82.0M	
CO 149	CO 149 Spring Creek Resurfacing Improvements	Gunnison Valley TPR (R3)	3328	Rural Paving			\$19.0M		\$22.0M	
CO 139	CO 139 Douglas Pass Reconstruction & Safety Improvements	Intermountain TPR	3321	Rural Paving		\$2.5M			\$20.0M	
CO 135	CO 135 Almont	Gunnison Valley TPR (R3)	3333	Rural Paving		\$2.0M	\$5.0M		\$10.0M	

10 Year Plan - Project Pipeline

Adopted XXX



Southwest Projects Highway & Transit Projects in Region 5

Under Construction Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 160	US 160 East of Fort Garland Safety and Wildlife Mitigation; Advancing Transportation Safety	San Luis Valley TPR	1315/2783	Safety	\$10.3M			Yes	\$16.6M	
US 160	Pagosa Springs Main Street Reconstruction and Multimodal Improvements	Southwest TPR	1339	Rural Paving	\$28.8M			Yes	\$35.7M	

Design Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 550	US 550 Shoulder Improvements, Wildlife Fencing and Underpass Between Uncompahgre River and Colona	Gunnison Valley TPR (R5)	1133	Safety	\$10.5M	\$20.4M			\$37.5M	
US 550	Durango Transit Capital Improvement	Southwest TPR	1365	Transit	\$4.5M				\$4.5M	
US 50, CO 291	Intersection and Pedestrian Improvements at CO 291 and US 50	San Luis Valley TPR	2070	Intersections/Operational	\$7.0M			Yes	\$7.5M	
US 50	Salida Transit Capital Improvements	San Luis Valley TPR	2751	Transit	\$0.5M			Yes	\$1.6M	
US 50	Outrider Improvements at Poncha Springs	San Luis Valley TPR	2752	Transit	\$80K				\$0.1M	
US 285	US 285 Safety and Mobility Improvements between Center and Saguache	San Luis Valley TPR	1051	Safety	\$20.6M	\$11.2M	\$1.9M		\$70.0M	
US 160	US 160 Elmore’s Corner East	Southwest TPR	1334	Roadway Capacity	\$27.9M	\$6.9M		Yes	\$124.2M	Yes
TRANSIT	Outrider Stop Improvements Alamosa to Pueblo Route	San Luis Valley TPR	2492	Transit	\$0.3M				\$0.3M	
TRANSIT	Outrider Stop Improvements Durango to Grand Junction Route, SWTPR	Southwest TPR	2493	Transit	\$0.4M				\$0.4M	
CO 62	Outrider Stop Improvements Durango to Grand Junction Route, GVTPR	Gunnison Valley TPR (R5)	2455	Transit	\$0.3M				\$0.3M	
CO 371	CO 371 between CO 15 and CO 368	San Luis Valley TPR	2637	Rural Paving		\$2.4M			\$2.4M	
CO 17	CO 17 West of Antonito	San Luis Valley TPR	2634	Rural Paving	\$12.3M				\$12.3M	
CO 15	CO 15 West of La Jara	San Luis Valley TPR	2636	Rural Paving		\$6.0M			\$6.0M	
CO 145	Multimodal Improvements on CO 145	Gunnison Valley TPR (R5)	1482	Active Transportation	\$0.7M	\$2.7M		Yes	\$4.1M	
CO 145	CO 145 Dolores East	Southwest TPR	2778	Rural Paving			\$10.4M	Yes	\$11.9M	
CO 136	CO 136 East of La Jara	San Luis Valley TPR	2630	Rural Paving		\$2.0M			\$2.0M	

Planned Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 50	US 50 Corridor Improvements in Poncha Springs	San Luis Valley TPR	2456	Active Transportation			\$17.9M		\$17.9M	
US 285	US 285 Multimodal Improvements in Saguache	San Luis Valley TPR	2069	Active Transportation		\$2.9M			\$2.9M	
US 24	Buena Vista Park-n-Ride and Intermodal Facility	San Luis Valley TPR	1297	Transit	\$1.0M				\$1.0M	
US 24	US 24 Intersection Improvements at Steele in Buena Vista	San Luis Valley TPR	2039	Intersections/Operational			\$3.4M		\$6.0M	
US 160	US 160 Multimodal Improvements in Alamosa	San Luis Valley TPR	2038	Active Transportation			\$3.2M		\$8.8M	
US 160	Intersection Improvements at US 160 and Pike Avenue	San Luis Valley TPR	2061	Intersections/Operational			\$9.1M	Yes	\$53.4M	
US 160	Intersection Improvements at US 160 and CR 30.1 (Phil’s World)	Southwest TPR	2087	Intersections/Operational			\$2.7M		\$2.7M	
US 160	Wildlife Mitigation on US 160 between Cortez and Mancos	Southwest TPR	2089	Safety			\$5.7M		\$5.7M	
US 160	Bus Service between Pagosa Springs and Durango	Southwest TPR	2523	Transit	\$2.7M				\$2.7M	
TRANSIT	Regional Transit Service between Montrose and Telluride	Gunnison Valley TPR (R5)	1028	Transit	\$2.1M				\$4.2M	

10 Year Plan - Project Pipeline

Adopted XXX



Southwest Projects Highway & Transit Projects in Region 5

New Projects

Corridors	Project Name	MPO/TPR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 19-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 550	US 550 P-05-G Bridge Replacement	Southwest TPR	3332	Structures		\$1.0M			\$61.0M	
US 160D	Mancos Business Loop Resurfacing	Southwest TPR	3132	Rural Paving			\$2.5M		\$2.5M	
US 160	US 160: Dry Creek Passing and Mobility Improvements	Southwest TPR	1338	Safety		\$13.5M			\$67.7M	
TRANSIT	Poncha Springs Crossroads Welcome Center	San Luis Valley TPR	1319	Transit	\$0.6M		\$1.4M		\$2.0M	
CO 370	CO 370 Resurfacing and Safety Improvements	San Luis Valley TPR	3110	Rural Paving			\$11.6M		\$11.6M	
CO 159	CO 159 Resurfacing: Stateline to Culebra Creek South of San Luis	San Luis Valley TPR	3331	Rural Paving			\$17.5M		\$17.5M	
CO 151	CO 151 Resurfacing between Old Gellegos Rd. and US 160	Southern Ute Tribe	3330	Rural Paving			\$9.4M		\$10.4M	
CO 145	Intersection improvments at CO 145 and Illium Road at MP 74.1	Gunnison Valley TPR (R5)	3123	Intersec- tions/Oper- ational			\$6.3M		\$6.3M	

January 8th, 2025

Joint Budget Committee
Colorado General Assembly
200 E Colfax Avenue
Denver, CO 80203

RE: Request for Legislative Support of Multimodal Transportation and Mitigation Options (MMOF) Program Funding

Dear Members of the Joint Budget Committee:

The members of the Statewide Transportation Advisory Committee (STAC) urge the Joint Budget Committee (JBC) and the State Legislature to continue supporting the annual \$10.5 million General Fund transfer to the Multimodal Transportation and Mitigation Options (MMOF) Fund.

The MMOF program has benefited from both one-time funding allocations and annual funding streams committed in statute. The majority of the program's funds (85%) are distributed among the state's 15 Transportation Planning Regions, according to a formula adopted by the Transportation Commission (TC), to be invested in local projects. The remaining 15% of MMOF funds are committed by the TC to the expansion and ongoing operations of CDOT's Bustang family of regional and statewide bus services.

To responsibly utilize MMOF funding, TPRs have proactively selected eligible local projects by awarding their current and anticipated future-year allocations. This provides local agency awardees ample time to prepare for the implementation of their projects, which can often require 1-3 years of planning and pre-work, and this allows the committed funding to be readily utilized when it becomes available.

Competitive project selections are administered in each of the 15 regions, which often require a minimum of 5–6 months and a substantial time commitment from the TPR's members to complete applications and review, evaluate, and select the best projects.

To date, the TC and TPRs have committed over \$388 million to the MMOF program, enabling 413 separate projects across Colorado. Among others, this includes over 280 bicycle & pedestrian infrastructure projects that provide valuable non-motorized and accessible connections to Colorado's rural and urban communities, and over 120 transit or multimodal investments that have brought first-ever and expanded transportation services to many disadvantaged communities, improved the reliability and safety of transit vehicles, or completed vital hub infrastructure that integrates multimodal networks.

The \$71.4 million existing MMOF funding that was rescinded in the legislature's effort to balance the State's FY 2025-26 budget had already been committed to local agency projects. TPRs had to make many tough choices to prioritize competing projects and determine where to make adjustments. Many of those awards had already been committed to the local agencies in contracts with the State, and many projects were getting underway or had already begun making expenditures. To minimize costs and

impact on local agencies, CDOT and the TPRs used anticipated future allocations through FY29 to backfill those MMOF awards. In many regions, particularly in the urban areas along the Front Range, TPRs were forced to reduce MMOF awards or cancel them altogether.

CDOT's budget request for FY 2026-27 includes an increase of \$29.2 million in cash funds from the MMOF for a total requested appropriation of \$55.6 million in cash fund spending authority for FY 2026-27. This increase is an appropriation only of existing MMOF revenues that have already been awarded to vital Local Agency projects by the TPRs. This includes both the statutorily committed Retail Delivery Fee revenues and the annual \$10.5 million General Fund transfers committed in Senate Bill 21-260, which makes up approximately 45% of MMOF's FY 2026-27 funding.

Coloradans and Colorado's local governments value and depend on the critical multimodal funding provided through the MMOF program. We urge the JBC and the Legislature to honor the commitments the Legislature made in SB21-260 and to protect the program's funding in years to come.

Sincerely,

Gary Beedy
STAC Chair

Holly Williams
STAC Vice Chair

CC: Representative Emily Sirota
Senator Jeff Bridges
Senator Judy Amabile
Representative Kyle Brown
Senator Barbara Kirkmeyer
Representative Rick Taggart
Giulia Bova, Joint Budget Committee Staff
Shoshana Lew, CDOT Executive Director



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Jeff Sudemeier, Chief Financial Officer

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

Date: January 8, 2026

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

Purpose

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

Action

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

Background

The MMOF and RMS programs are funded by multiple funding sources, including federal American Rescue Plan Act (ARPA-SLFRF), state HB1466 funds, and other sources of state funds. Individual projects are assigned one or more of these sources at the time of award and modifications may be made to the funds through the issuance of Option Letters or Funding Source Change Letters.

The attached presentation summarizes the expenditure deadlines, including the work deadlines and billing deadlines, for the ARPA-SLFRF and HB1466 funds specified in Colorado Revised Statutes (CRS) [24-75-226](#) and [CRS 24-75-226.5](#), and the status of affected MMOF & RMS funded projects.

The expenditure deadlines were communicated to affected local agency project sponsors via memos sent by CDOT in November and December.

Next Steps

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

Attachments

Attachment A: MMOF and RMS Funding Deadlines presentation



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MMOF and RMS Funding Deadlines STAC - January 8, 2026

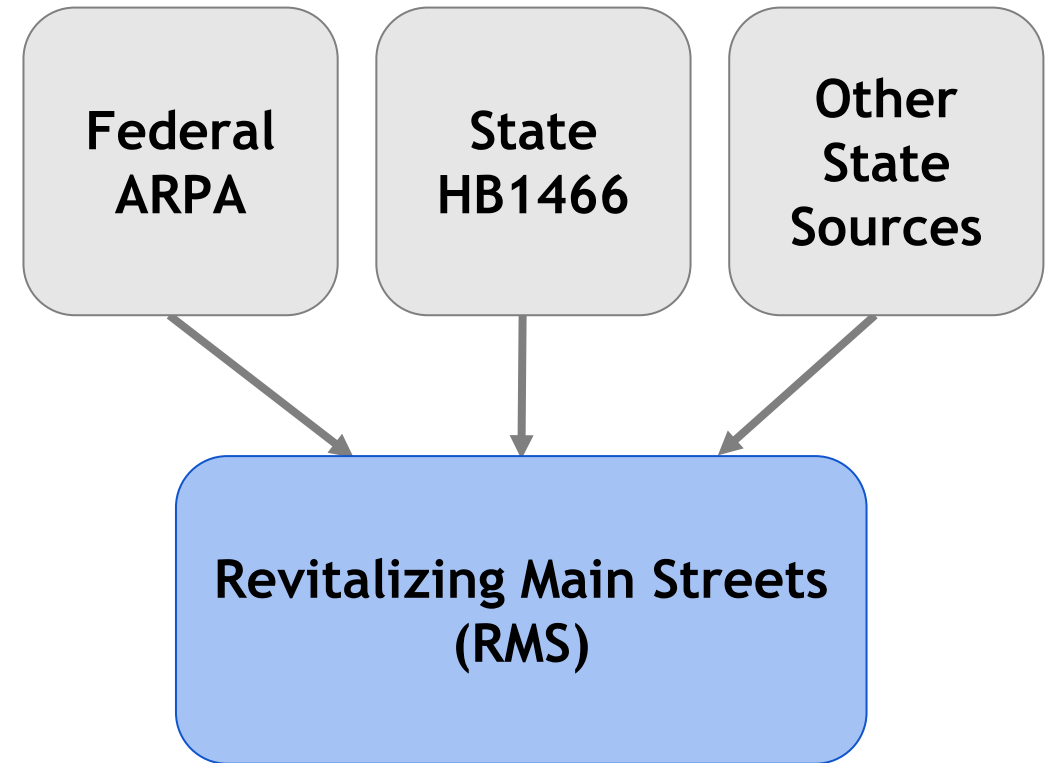
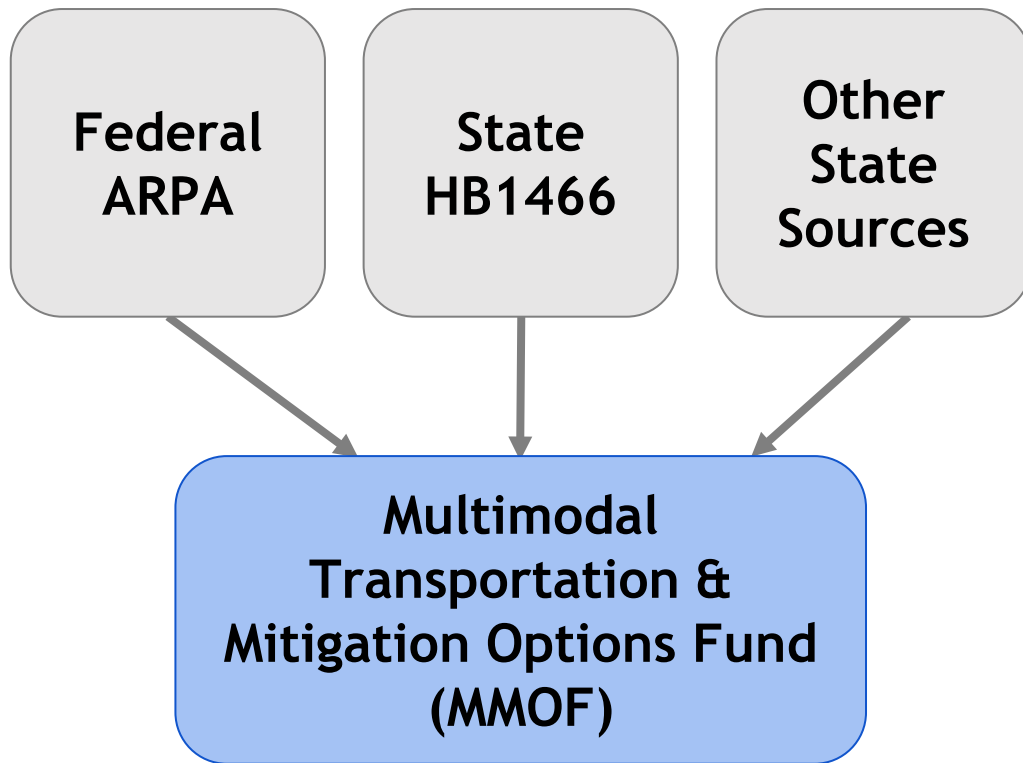


Agenda

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



MMOF and RMS Funding Sources





ARPA Funding Background

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

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

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

- Funding must be obligated (under contract) by **December 31, 2024**
- Funding must be expended by **December 11, 2026**



ARPA-SLFRF Refinancing

House Bill 24-1466 refinanced the majority of unspent ARPA/SLFRF with State General Funds (GF), including:

- \$96,100,000 of MMOF Refinanced
- \$15,330,000 of RMS Refinanced
- CDOT Option Letters were issued in 2024 to formally change the type of funds obligated in IGAs/Grants
- HB1466 refinance funds expire **December 31, 2026**



Status of ARPA & HB1466 Projects

Funding Source	Local MMOF Unexpended	RMS Unexpended	TOTAL Unexpended	Projects Remaining
ARPA/SLFRF	\$7.4 M	\$1.3 M	\$8.7 M	13 of 53 (MMOF) 1 of 9 (RMS)
GF Refinance (HB1466)	\$65.4 M	\$9.9 M	\$75.3 M	52 of 62 (MMOF) 10 of 16 (RMS)
TOTAL	\$72.8 M	\$11.2 M	\$84.0 M	76 projects

- All of the Department's ARPA-SLFRF funds were fully obligated as of the December 31, 2024 deadline set by the U.S. Treasury.
- CDOT memos were issued to affected Local Agencies in November & December



ARPA & HB1466 Deadlines

- **ARPA/SLFRF (federal)**

- Per state statute, work deadline is Dec. 11, 2026. *Encouraged* work deadline is *October 31, 2026*.
- Final billing deadline is January 4, 2027
- Unspent funds are returned to the US Department of the Treasury

- **HB1466 (state GFs)**

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



Memos Distributed to Affected Agencies

- CDOT Memos have been sent to affected Local Agencies with unspent ARPA and/or HB1466 funding.
 - Memos should be shared with relevant local agency staff and contractors
- Affected projects are listed in each memo
- Local Agencies are encouraged to complete work as early as possible to ensure enough time to complete transactions and assemble required invoice documentation.
- Note: There is no opportunity for extensions on either ARPA or HB1466

Thank You

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



COLORADO

Department of Transportation

Division of Maintenance & Operations

DATE: December 7, 2025

TO: Statewide Transportation Advisory Committee

CC:

FROM: Bob Fifer, Deputy Director of Operations

SUBJECT: Transition of LiveView Camera System to CDOT-Owned Infrastructure

Executive Summary

CDOT has taken swift action to restore critical camera coverage following the end of its third-party LiveView contract on July 20, 2025. The vendor's system had become increasingly unreliable, particularly in rural and mountainous regions, resulting in significant operational disruptions and creating a need for a fully state-owned and managed camera system.

To immediately address gaps in coverage, CDOT's Intelligent Transportation Systems (ITS) Branch rapidly deployed temporary, state-managed cameras at high-priority locations, including: CO 14 Cameron Pass; US 40 Berthoud Pass; US 40 Rabbit Ears Pass; and the Nordic Center on CO 65 in Mesa County. Using existing infrastructure and solar power, these temporary cameras were operational within days, ensuring continued visibility in some of Colorado's most weather-sensitive corridors. The Department will continue to monitor other areas throughout the winter that may qualify for a temporary camera.

In parallel, CDOT has already successfully permanently replaced 14 camera locations throughout the state and is advancing a major camera modernization project that will upgrade or replace 69 cameras. This project will be advertised for bid in November 2025 and represents a full transition to a state-owned, state-managed network designed for long-term reliability, cost savings and operational control. The Department is also in the process of identifying several traffic cameras across southern Colorado that had not been previously available on COtrip.

This proactive approach not only restores coverage, but strengthens CDOT's statewide readiness for winter operations, crash response and real-time traveler information.

Background

- **Existing Network:** CDOT operates over 1,000 cameras statewide through COtrip.org. The 136 LiveView cameras supplemented this network, primarily in remote mountain corridors.
- **Contract Performance:** The contract began in 2020. Due to chronic reliability failures, CDOT applied performance-based payment reductions totaling approximately \$494,000 (26% of the total contract value).



- **Operational Decline:** Operational cameras dropped from 136 in 2020 to roughly 96-100 by 2024, as sites were deactivated, of which the majority were removed by the vendor due to persistent reliability problems or a few through CDOT planned replacement.
- **Interim Failure:** A competitive process for an interim service contract failed when both interested vendors withdrew, leaving no viable option to extend third-party services. This accelerated CDOT's shift to its long-planned modernization effort, a move that will improve reliability, control and cost efficiency long-term.
- **Mitigation:**
 - Temporary trailer-mounted and pole-mounted cameras have been deployed at Cameron Pass (assuming cellular coverage is available) until new infrastructure is installed. Additionally, we installed temporary cameras on old LiveView poles at US 65 Nordic Center in Mesa County, US 40 Berthoud Pass and US 40 Rabbit Ears Pass.
 - Ongoing monitoring to identify additional critical sites for temporary deployment through winter 2025-26.

Assessment

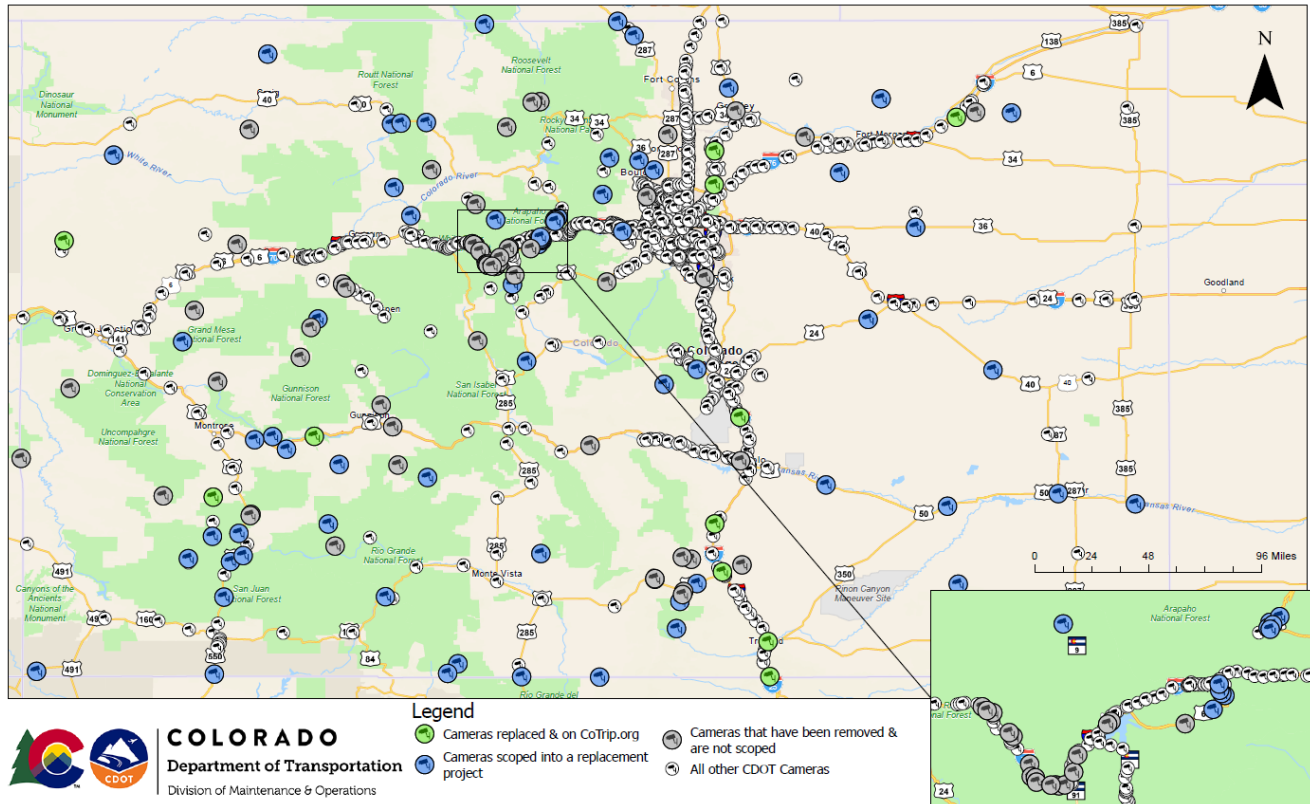
The previous camera system model (LiveView) has proven unsustainable and unreliable, as evidenced by the substantial payment reductions and ongoing operational failures. Transitioning to CDOT-owned cameras will significantly improve reliability, increase control and reduce long-term costs.

- **Operational Impact:** Loss of coverage compromises CDOT's ability to monitor road and weather conditions, respond to incidents and provide real-time traveler information.
- **Future Viability:** The multi-million dollar one-time modernization investment will target ~69 of the most critical cameras statewide for replacement and expansion in high-priority corridors, prioritizing locations where coverage gaps create the greatest safety risk. Some offline LiveView cameras were redundant with existing CDOT-owned assets (e.g., I-70 Mountain Corridor) and will not require replacement. As cameras are installed, they will be immediately available. This project is scheduled to go out to advertisement in November 2025.
- **Long-Term Cost Savings:** Post-modernization, ongoing operational costs are projected to drop dramatically to about \$50 per camera per month at cellular sites, creating a more sustainable system. Negligible costs where fiber is available.
- **Strategic Alignment:** This investment is critical to leveraging future technology (like AI-enabled cameras that combine data collection) and building a more connected, resilient, and data-driven transportation network.
- Even with roughly one camera every nine miles, the network remains a critical safety and operational tool, supporting faster response to crashes, weather events and roadway hazards.

This transition aligns with broader ITS modernization efforts, demonstrated by recent upgrades at the Eisenhower-Johnson Memorial Tunnels and new fiber installations on I-70 between Glenwood Springs and Grand Junction, this allowed us to migrate cameras onto fiber which enabled video streaming.



LiveView Camera Replacement Update



Next Steps

We are continuing to focus on evaluating the bidders from our AD, as the permanent solution to support CDOT's continued investment in in-house ITS modernization as a strategic, long-term cost-efficiency measure that improves safety, accountability, and resilience. The multi-million dollar Camera Modernization Project will design and install new, CDOT-owned equipment, communications, and power infrastructure. The project will take up to two years due to environmental impacts & assessments and short construction windows in the mountains. As cameras come online, they will be immediately available for operations and on CoTrip. This action is essential to:

1. **Restore Critical Coverage:** Quickly transition to a reliable, CDOT-owned system that functions 24/7, particularly during severe weather.
2. **Achieve Long-Term Savings:** Significantly reduce recurring operational costs (from \$250 to < \$50 per camera per month) and eliminate vendor management overhead.
3. **Build Resilience:** Ensure CDOT has full operational control for faster response times and a sustainable, future-proof ITS network.





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Department of Transportation

LiveView Camera Update

Statewide Transportation Advisory
Committee

January 3rd, 2026

Bob Fifer, Deputy Director of Operations



LiveView Camera Transition: Overview

The Challenge

The third-party LiveView contract ended July 20, 2025, after the system became increasingly unreliable, especially in rural and mountainous corridors. Operational cameras dropped from 136 to ~96, and a failed interim bid process left no viable third-party option, accelerating the need for a state-owned solution.

Immediate Response

CDOT's ITS Branch rapidly deployed temporary, state-managed cameras to high-priority locations to ensure continued visibility for winter operations. Key sites restored include: CO 14 Cameron Pass, US 40 Berthoud Pass, US 40 Rabbit Ears Pass, and CO 65 Nordic Center.



The Modernization Plan & Scope

The Path to a State-Owned Network

CDOT is advancing a major project to transition to a fully state-owned and managed camera network for long-term reliability and control.

- ✓ 14 camera locations already permanently replaced.
- ✓ 69 critical cameras will be upgraded or replaced.
- ✓ The project was advertised for bid in **November 2025**.
- ✓ Estimated up to two-year completion due to environmental assessments and short mountain construction windows.





Strategic Value & Recommendation



Restore Critical Coverage

Transition to a reliable, CDOT-owned system that functions 24/7, particularly during severe weather events in critical corridors.



Achieve Long-Term Savings

Significantly reduce recurring operational costs from ~\$250 to <\$50 per camera per month and eliminate vendor management overhead.



Build Resilience

Gain full operational control for faster incident response times and create a sustainable, future-proof ITS network.



Questions





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Department of Transportation

Division of Transportation Development

Memorandum

To: Statewide Transportation Advisory Committee

From: Craig Hurst, Manager, Freight Mobility & Safety Branch

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

Date: January 8, 2026

Subject: SB24-100 Chain Station Feasibility Study Results and Discussion

Purpose

SB24-100 required DTD's Freight Mobility and Safety branch to complete this study. The study takes a closer look at chain stations statewide and how we can continue to improve this critical safety infrastructure.

Action

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

Background

SB24-100 required the DTD Freight Mobility and Safety branch to complete a chain station feasibility study. The CDOT Freight team will present the results of this study and discuss the strategies identified within the study. The presentation contains key statistics and inventories on chain stations statewide, truck parking along I-70 statewide, corridor management strategies, an overview of CDOT's recent and upcoming investments, and some of the challenges of delivering and maintaining chain stations.

Next Steps

The study will be submitted to the legislature as outlined in SB24-100


Attachments

Attachment A: Chain Station Presentation



COLORADO
Department of Transportation
Freight Mobility & Safety Branch

Chain Station Feasibility Study

The background of the slide is a collage of three aerial photographs. The top photo shows a mountain range with green and brown slopes. The bottom-left photo shows a multi-lane highway with several white semi-trucks traveling along a river. The bottom-right photo shows a freight train with multiple red and white cars traveling through a hilly, forested landscape.

STAC Presentation
January 8, 2026



Background

SB24-100 - Section 6 of the legislation requires the Freight Mobility & Safety branch to do a Chain Station Feasibility Study.

- Identify new chain-up and chain-down locations
- Inventory the current chain stations statewide
- Inventory and discuss all truck parking on the I-70 corridor
- Examine the economic impacts of road management strategies during major storms
- Identify technology opportunities to help better manage chain stations.





Problem Being Addressed

Colorado's Unique Risk Profile

- ~60 mountain passes, elevations up to 12,000 ft
- Rapidly changing weather conditions
- high freight dependence on mountain corridors (especially I-70)

Observed Challenges

- CMV Spin-outs and stalls during storms
- Highway closures due to CMV involved incidents
- Unsafe roadside chaining and chain removal
- Limited enforcement capacity during active storms

Why it matters

- Safety risks to drivers, responders & traveling public
- Economic impacts to the statewide economy, the industry and the traveling public
- Strain on CDOT, CSP & local emergency resources





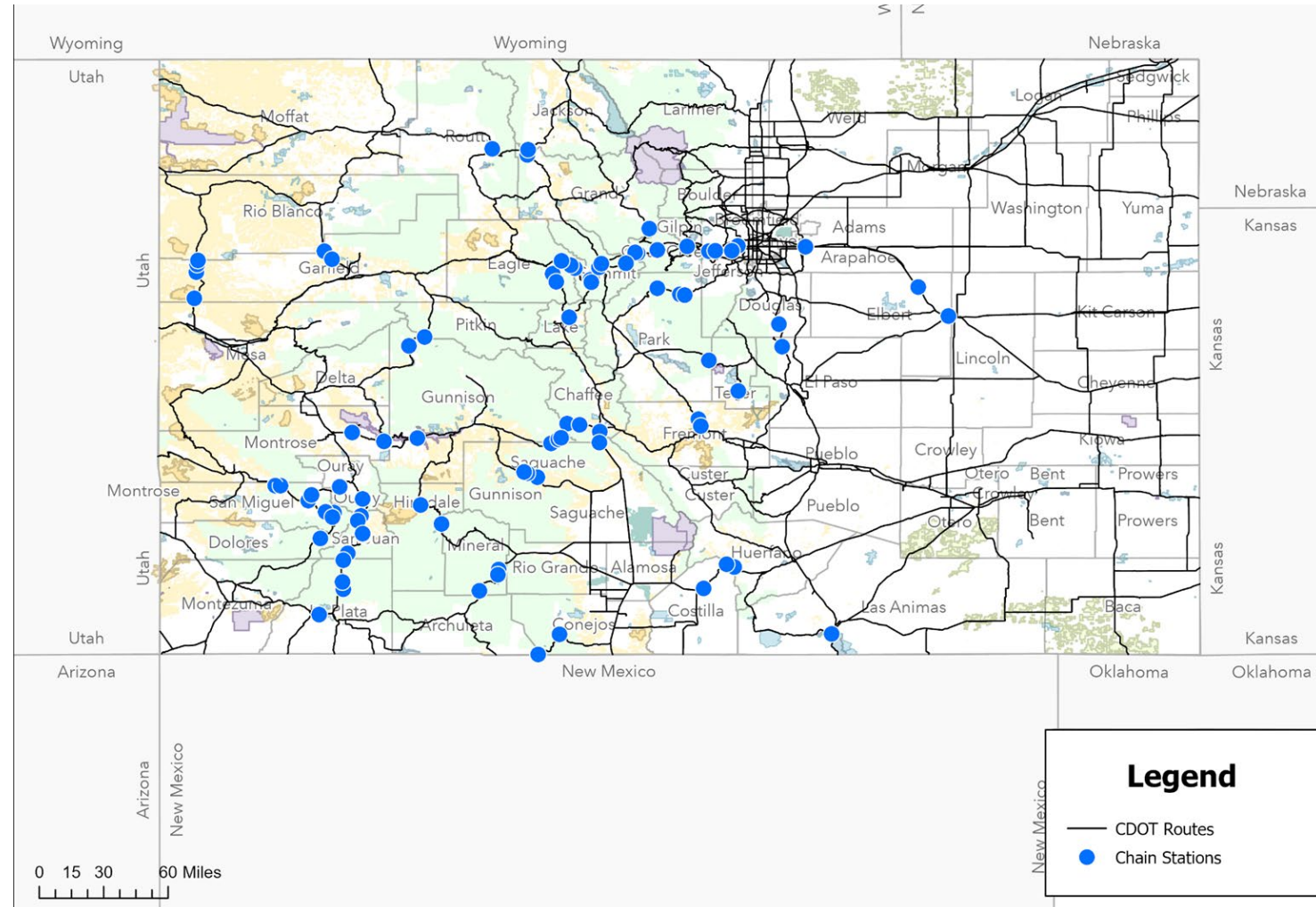
Current Conditions Summary

Existing Chain Station Network

- 130 total chain stations statewide
 - 74 chain up / 56 chain down
- Across 21 freight routes
- 75% located in Regions 3 & 5
- 15% located on I-70

CDOT Chain Station Investments

- Roughly \$41.5M of National Highway Freight Network funds invested into Chain Stations Statewide
 - One Fifth of All NHFP Funding to Date
- Funding towards improved technology underway for pilot programs to improve communications during storms moving forward.
 - Starting at Vail Pass



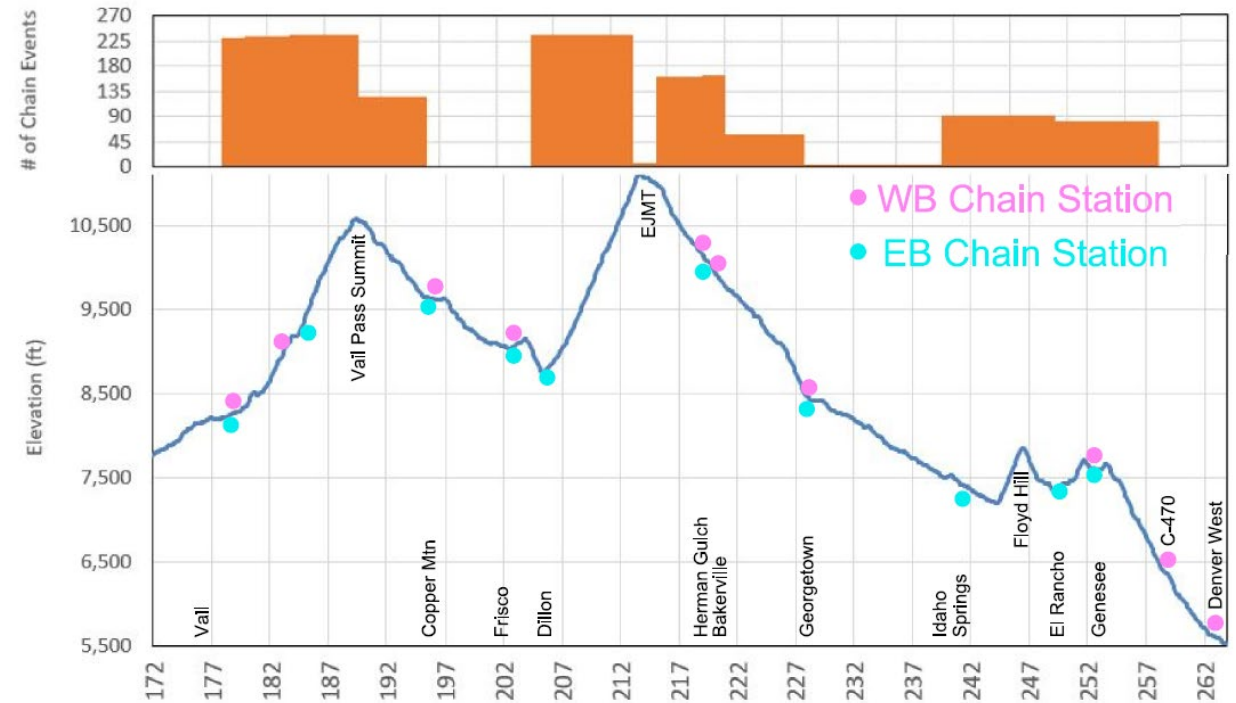




Chain Law Activations & Enforcement

- Average of 228 chain law activations annually statewide
- Enforcement during storms is resource constrained
- CSP conducting enforcement blitzes for carrying chains weekly as preventative action
- Must-Carry compliance showing signs of improvement but education efforts through blitzes and informational resources continues

of Chain Law Events in the I-70 Mtn Corridor, July 2020 to June 2023



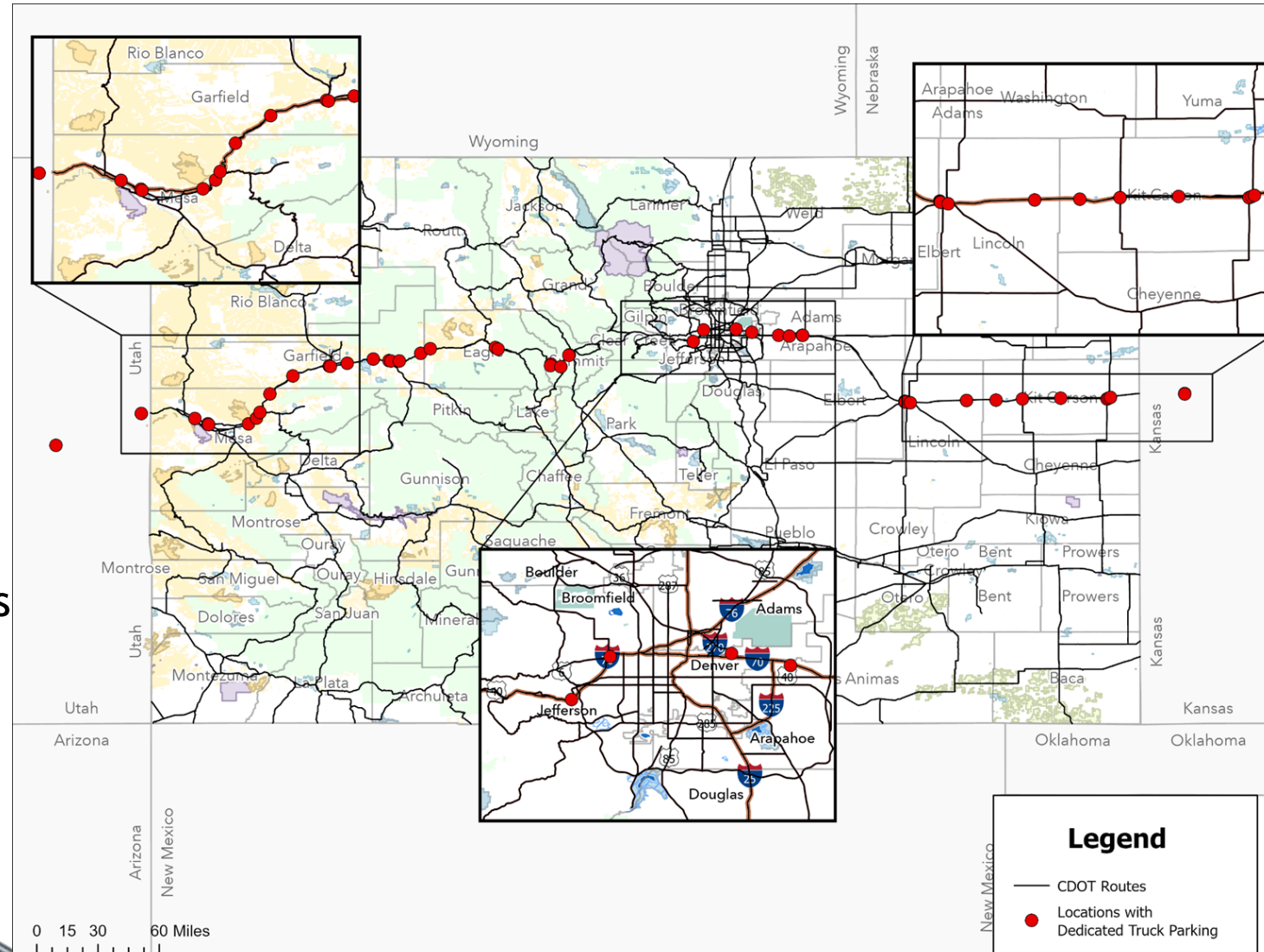


Truck Parking & Storm Impacts

- 1,884 truck parking spaces on I-70
- Can fill quickly during storms
- Illegal parking at chain stations reduces chaining capacity

CDOT Investments & Opportunities

- New Investments at Vail, Vail Pass & Arriba for truck parking expansion along the corridor
- Emergency Truck Parking Partnerships being created
 - Broncos Stadium being the first underway





Key Challenges & Barriers

System Challenges

- No national chain station design standards
- Limited power and communications in remote areas
- Lack of paired chain-down stations in some areas
- Right-Of-Way (ROW), environmental, and geographical constraints
- Ensuring chain law is taken down and communicated when roads are clear





Key Challenges & Barriers

Operational Bottlenecks

- Under-utilization of existing stations
 - Bakersville WB at the higher station - driver behavior concentrates at the first visible station
- Technology & Communication can often be the issue
- Drivers parking in chain stations
- Drivers getting stuck in chain stations or not chaining at all

Opportunities

- New chain station management technology at EB I-70 Vail chain station is being designed in current project





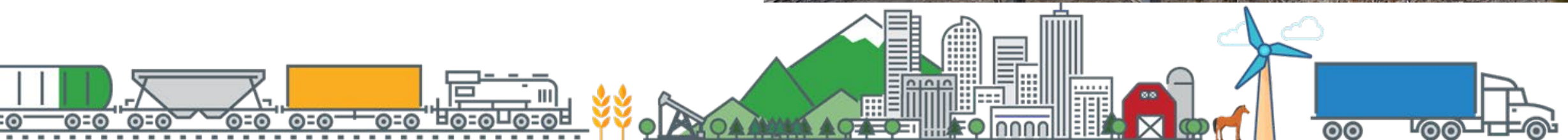
Economic & Safety Analysis

Proactive vs. Reactive Closures - analyzing closures on Vail Pass and EJMT

- Findings:
 - CMV incident closures average 3.7hrs
 - Proactive safety closures average 2.6hrs
- Difference: **~54 minutes per event**

Economic Impact Summary to Industry

- \$115,000 per hour of full I-70 closure
- Average Savings per proactive event:
 - ~\$103,500
- Extreme CMV incident (rare)
 - >\$1.6M for single 14-hr closure





Economic & Safety Analysis

Vehicle Type	Average AADT	Volume by Hour	Total Cost by Hour	Proactive Scenario (2.6hrs)	Reactive Scenario (3.7hrs)	Savings
CMV	8,273	759	\$27,093.13	\$73,151.46	\$97,535.27	\$24,383.82
All Other Vehicles	29,881	2,741	\$87,912.20	\$237,362.94	\$316,483.91	\$79,120.98
Total	38,154	3500	\$115,005.33	\$310,514.39	\$414,019.19	\$103,504.80





Network Gaps & Priority Corridors

Remaining High Need Areas (according to stakeholders)

- Highway 285 corridor
- I-70 near Copper Mountain

Constraints:

- Terrain - above or right at a common snow line
- Right-of-way acquisition
- Environmental Sensitivity





Future Freight & Technology Trends

- Freight tonnage projected to grow 29% by 2040 as identified in the Colorado Freight Plan
- Freight value projected to grow 50%+
- Technology enables:
 - in-cab alerts
 - Real-Time station availability
 - Centralized activation & monitoring
- The continued technological development at chain stations is making these locations more expensive to build, operate, and maintain, so CDOT is developing ways to advance the technology with long-term costs in mind.





Recommendations

Short Term Action (0-2 years)

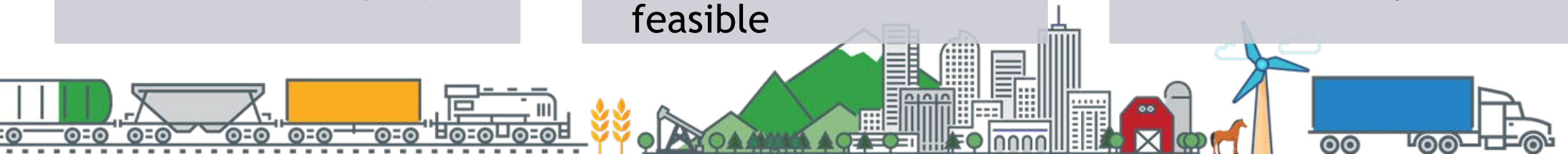
- Deliver funded NHFP chain station projects
- Standardize design & signage statewide
- Expand remote activation & lighting pilots
- Continue focused enforcement & education campaigns

Mid-Term Actions (2-5 years)

- Expand utility access (grid & satellite pilots)
- Develop paired chain up/chain down stations
- address municipal mitigation needs
- Enable multi-use facilities where feasible

Funding & Outlook

- \$41.4M invested in chain station since 2016
- Represents ~20% of all NHFP funding
- Strong alignment with Freight Plan priorities
- Continued demand requires: Strategic prioritization, Data-driven decisions, & Phased Delivery





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freight.cotrip.org