



Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

June 4, 2026, from 8:30 AM to 11:40 PM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
	Public Comment	
8:35 - 8:40	Approval of the May Meeting Minutes	Gary Beedy, STAC Chair
8:45 - 8:55	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:55 - 9:05	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
	Freight Advisory Committee (FAC) Report (Informational Update)	Gary Beedy, STAC Chair
9:05 - 9:35	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:35 - 9:50	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:50 - 10:00	Break	
10:00- 10:15	FY27 - FY30 STIP Approval (Action item)	Darius Pakbaz, Director, Division of Transportation Development
10:15 - 10:45	Multimodal Transportation and Mitigation Options Fund (MMOF) (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development
10:45 - 11:05	Featured Region of the Month - Region 3 (Informational Update)	Jason C. Smith, Director, CDOT Region 3
11:05 - 11:25	Statewide Travel Survey Final Results (Informational Update)	Erik Sabina, Deputy Director, Division of Transportation Development
11:25 - 11:45	Transportation Asset Management (TAM) Program Overview (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development

Time	Agenda Item and Item Description	Presenter
11:45 - 12:00	Other Business <ul style="list-style-type: none"><li data-bbox="386 260 959 365">● Proposal to cancel the July 2nd STAC Meeting; if approved, the next meeting will be held virtually on August 6th.	Gary Beedy, STAC Chair

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

Statewide Transportation Advisory Committee (STAC) Meeting Notes

May 7, 2026: 8:30 a.m. - 12:00 p.m.

Attendance:

Central Front Range: Leo Evans

Eastern: Gary Beedy

Denver Area: Emily Baer and Todd Cottrell

Grand Valley: Dana Brosig

Gunnison Valley: Michelle Nauer

Intermountain: Tom Gosiorowski

North Front Range: Bill Jenkins

Northwest: Brian Cerkenik

Pikes Peak Area: John Liosatos and Holly Williams

Pueblo Area: Ted Hernandez, Eva Cosyleon and Wendy Pettit

San Luis Valley: Vern Heersink and Hew Hallock

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: Shak Powers and Sue Hansen

Upper Front Range: None

Southern Ute: Mandy Brown

Ute Mountain Ute: Bernadette Cuthair

Federal Highway Administration: John Cater and Aaron Bustow

Federal Transit Administration: None

Welcome and Introductions - Gary Beedy, STAC Chair

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

Public Comment

- Matt Muir, representative for Coalition for Cyclists - Based in Boulder County propose deliberate of an Active Transportation Advisory Committee

STAC Approval of February 2026 STAC Meeting Notes

Action: STAC approved the Draft April 2, 2026 Meeting Notes.

Transportation Commission (TC) Report (Chair Gary Beedy)

- The April TC meeting included a Joint meeting with the Colorado Transportation Investment Office (CTIO) that focused on Bustang funding, a Joint Service workshop for Front Range Passenger Rail (FRPR) and Mountain Rail, Condemnation Authority request(s), a 10-Year Plan workshop, a Budget workshop with amendments, a discussion of how the lack of snow creates a need for more Wildfire Mitigation funding, and a Bridge and Tunnel Enterprise (BTE) budget workshop.

Freight Advisory Council (Chair Gary Beedy)

- The April Freight Advisory Council (FAC) meeting included discussions of the Fuels Impact Enterprise (FIE), STAC and Front Range Passenger Rail (FRPR) updates, and clearances on I-25 at Speer Blvd. Sustainability & Environment Committee discussed scrappage replacement for SB26-021 (Clean Fleet Enterprise Replace Aging Diesel Trucks), Environmental Protection Agency (EPA) updates, and developing Heavy Duty Charging Hubs. The Mobility Committee discussed heavy hauls and overweight loads entering Colorado. The Rail Committee approved the Manual on Uniform Traffic Control Devices (MUTCD) supplements.

TPR Representatives and Federal Partners Reports

<https://www.youtube.com/watch?v=Tx1MBJ9lc18> -Time Stamp 16:51 to 36:35

- Central Front Range: CFRTPR had their quarterly meeting in early April at PPACG offices no major actions or motions at the meeting. Received legislative updates and committee providing project feedback to CDOT.
- Grand Valley MPO: The MPO had a Board meeting last week and the Board approved the FY 27-2030 TIP. Action items were related to transit. The Cycle Safety Fest on April 18 event was held with 1,400 attendees. This event was combined with a car show held by crime stoppers, and other safety related entities helping with hosting elements of the event. Dana thanked CDOT for sending folks to do some E-Bike education. GVMPO presented to Sean Duffy and John Cater of FHWA on key safety related tasks underway. Working on final design for the Grand Junction Mobility Hub.
- Denver Regional Council of Governments: DRCOG Board met on April 18th and adopted the 2026-2029 TIP amendments. Approved funding for Human Transportation Service TIP set aside in FTA 5310, and other TIP set aside programs. DRCOG approved, via resolution, the expansion of the MPO boundary to include Clear Creek and Gilpin Counties. Also adopted the Power Ahead Colorado Initiative pilot program policy and took positions on legislative issues.
- Gunnison Valley TPR: Nothing to report - on April 30 robust meeting needed some 101 training for LTAP assistance. TAP program presentation was provided - an education of this program. Had a legislative update.
- Intermountain TPR: Held their last TPR meeting on April 3rd and a new chair and vice chair were elected. Updates on projects and construction season starting and continuation of Vail Pass. Brian Pettet retired and recognized for his service. Tom Gosiorowski, of Eagle, was welcomed as the new TPR Chair.
- North Front Range MPO: At April 2 MPO meeting amended FY 26-27 amended budget UPWP. 2025-226 TMO call for projects funding recommendations, Transit Representative is Johnny Olson and Loveland Mayor Patrick McFall as Alternate. Discussion of the Active Transportation - Sal Pace presentation on Front Range Passenger Rail (FRPR) was heard. April 29 Certification Review conducted. May 5, 2026 NAAPME PPACG and NFRMPO jointly hosting an Ozone Exchange Conference this fall was approved for funding - October 26 - 28, 2026. A virtual telephone town hall on May 15, 2026. Abstracts are due June 23, 2026.

- Northwest TPR: Held last TPR meeting a week after last STAC meeting and the big topic was MMOF. \$114K left and two projects requested both add up to that amount. Choice is Grand Lake or Oak Creek or split them up. Town of Walden returning \$950K award. Awarded the other two with more funds available to distribute, meeting on June 26, 2026 to discuss this.
- Pikes Peak Area Council of Governments: Adopted Safety Action Plan, adopting a new TIP next Wednesday. I-25 looking better near Garden of the Gods (GOG), and Fillmore near GOG looking better, Peterson AFB access is improving. Drove I-70 to Utah pothole near Glenwood Canyon near Rifle.
- Pueblo Area Council of Governments: Medal of Honor Boulevard is finally open that connects Pueblo to Pueblo West. Observe the speed limit. Adopted out LRTP for 2050 and started our bicycle-pedestrian Master Plan.
- San Luis Valley TPR: TPR is meeting on May 28th. Have a couple of bridge resurfacing projects occurring. Near Salida. First project is here in Alamosa on US 160 bridge.
- South Central TPR: Met on April 23rd in Trinidad, with regular business of hearing project updates. Update on MMOF funding. Construction on exit 114 in Trinidad has begun, and repaving on US 160 near Walsenburg.
- Southeast TPR: Held last meeting on April 22nd and focus on legislative update and MMOF. We discussed the Highway Safety Improvement Program (HSIP). Applied for a regional safety action plan grant through a Thriving Communities program that was not awarded but a working to re-apply.
- Southern Ute: Nothing to report.
- Southwest TPR: No updates, no meeting since last STAC.
- Upper Front Range TPR: Nothing to Report.
- Ute Mountain Ute: Director of Planning and Development - Cuthair - actively working on a San Juan Bridge Scour project, and working on remediation to occur in the fall. KLG nearing a finalizing safety traffic plan for the Ute Mountain Ute (UMU).CO 491 Mike Walsh turn intersection where a couple of crashes have occurred, and an intersection on White Mesa is also included. The Tribe is working with UDOT on a pedestrian crosswalk at White Mesa to be under construction soon. Hired Wilson and Co. to work on UMU Tribe's long-range transportation plan (LRTP).
- Eastern TPR: No meeting since the last STAC meeting for ETPR. Construction projects gearing up. Concern about the US 385 corridor and battery storage for large industry storage. Power companies for wind blades. Addressing power supply and freight issues.
- FHWA: Secretary noted Secretary Sean Duffy noted the Freedom to Dive initiative. Selected projects for each state to reduce congestion and improve traffic flow. The FHWA Western Region had our annual region meeting for 13 Western States in Grand Junction last week. Dana and Rachel of GVMPO provided a great presentation. A busy but successful week.
- FTA: Nothing to report.

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

- The Colorado Association of Transit Agencies (CASTA) Spring Conference will be in Boulder next week from May 12 to May 15.
- TRAC's first "Formula Grants for Rural Areas program (49 U.S.C. 5311)" meeting was held on May 6. There was a good amount of representation of rural transit agencies, and a good discussion.

Freight Advisory Council (Chair Gary Beedy)

- The April Freight Advisory Council (FAC) meeting included discussions of the Fuels Impact Enterprise (FIE), STAC and Front Range Passenger Rail (FRPR) updates, and clearances on I-25 at Speer Blvd. The Sustainability & Environment Committee discussed scrappage replacement for SB26-021 (Clean Fleet Enterprise's Replacement of Aging Diesel Trucks), Environmental Protection Agency (EPA) updates, and developing Heavy Duty Charging Hubs. The Mobility Committee discussed heavy hauls and overweight loads entering Colorado. The Rail Committee approved the Manual on Uniform Traffic Control Devices (MUTCD) supplements.

Legislative Updates (Emily Haddaway and Jamie Grim)

State

- There are two orbital Multimodal Options Fund (MMOF) bills around The Long Bill. There has been much pushback on permanently eliminating the annual General Fund Transfer to MMOF, but the Joint Budget Committee (JBC) shortened that to three years. An amendment adjusting allocations from 15-30% (due to the Bustang pilot expiring) is now on the Governor's desk.
Multiple STAC representatives expressed concerns over MMOF cuts.
- HB26-1076 (Transportation Statutory Clean-Up) included additions from the Department of Revenue (DOR) and State Patrol (CSP), and another allowing the Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) to own assets. It is now awaiting House concurrence.
- HB26-1237 (Transportation Safety Modifications) has passed and is now on the Governor's desk.
- CDOT is tracking HB26-1286 (Automated Driving System Commercial Vehicles).
- SB26-152 (Changes Automated Vehicle Identification System Usage) is getting some changes.
- The Governor supports HB26-1430 (Transportation Funding Adjustments), which only takes effect if voters pass Initiative 175 in November. This bill would lower the state gas tax from 22 to 14 cents per gallon, but Emily noted Colorado's budget environment, and the CDOT Budget office noted how HB 26-1430 would have a net-neutral effect on CDOT if Initiative 175 passes.
- The current legislative session adjourns by the end of Wednesday, May 13.

Federal

- Congress is not anticipated to achieve Transportation Re-Authorization this year, as different states' redistricting efforts are taking priority before the midterm elections. There will likely be continuing resolutions (CRs) and/or other stopgap measures, so "stay tuned."

STAC Officer Elections (Darius Pakbaz)

- Gary Beedy (Eastern TPR) was re-elected as Chair, and Kristin Stephens (North Front Range MPO) was elected as Vice Chair, both by a unanimous vote.

10-Year Plan Recommendation to the Transportation Commission (TC) (Darius Pakbaz)

- A recap of CDOT's FY2027-2036 10-Year Plan process was provided.
- CDOT will invest \$225M/year for this plan (\$900M FY27-30, and \$1.35B FY31-36).
- There were eight "administrative additions" from the previous 10-Year Plan since February.
- STAC recommends this plan, TC adopts it (currently scheduled for May 21), and then the TC adopts the Statewide Transportation Improvement Program (STIP (June 2026) fiscally constrained projects for the next four years.

Action: STAC approved a recommendation for the TC to adopt the latest draft of CDOT's 10-Year Plan by unanimous voice vote.

Featured Region of the Month - Region 1 (Angie Drumm, Alazar Tesfaye, Alvin Stamp)

- Region 1 representatives described a variety of safety enhancements for vulnerable road users (VRUs). Fatal and Serious Injury (FSI) crashes are down since 2020, but still up since the 2010s.
- Region 1 conducted a Bike/Ped Study to improve safety. Modern map-based community input from over 2,300 participants provides better information than traditional anecdotal feedback.
- CDOT is using a variety of solutions to reduce conflicts of heavy multimodal activity at 44th & Kipling (NW Denver), CDOT is also using various low-tech solutions (lighting, signage, pavement markings, etc.).
- Challenges include scale, utility conflicts, changing technology, costs, theft and vandalism.

Federal Lands Access Program (Andrew Valdez)

- The Federal Lands Access Program (FLAP) call for projects aims to break down institutional silos, as projects are shown in several TPRs' 2050 Plans. The FLAP call for projects runs June 1 - August 31 (\$16.5 - \$30M is available).

Planning Process Debrief (Darius Pakbaz and Marissa Gaughan)

- Lessons Learned will help gather targeted stakeholder feedback for future planning efforts.
- This will measure the planning process's effectiveness, integration across modes, stakeholder engagement, usefulness of final plans, and project deliverables.
- Rural TPR and MPO Plan Integration:
 - The timing between statewide, regional, modal, etc. planning cycles is always an issue.
 - Some TPRs had prioritized project lists before. While CDOT Region staff liked the alignment between that and the 10-Year Plan.
 - Some admitted the difficulty of aligning all planning processes, and also the huge disconnect between the Statewide Plan, 10-Year Plan, STIP/TIPs, and the relationships between each.
 - Transition between 10-Year Plan cycles could improve, especially for transit projects.
 - Some TPRs prioritized corridors, with more awareness of statewide funding issues.
 - The local agencies' project prioritization didn't get much consideration from CDOT.
- Plan and Modal Integration:

- Some stressed the need for more Asset Management (“Who fixes what?” Rights of Way, etc.).
- Some TPRs would like to add capacity (beyond “Resiliency”) and more Safety Improvements to future planning processes in recognition of those regions’ growth.
- There is a need for better coordinating and integrating transit into TPR planning.
- Long-Range Plan Development (2050):
 - Most appreciated community input into their planning processes. Maybe future processes could have more interaction and coordination between regions statewide.
- 10-Year Plan Development:
 - STAC appreciates more communications around how CDOT views relationships between (e.g.) Statewide Plans, 10-Year Plan, STIP, etc.
 - The real disconnect may lie in PD14 development, how projects get selected from a regional perspective, and communications with elected officials.

Freight Program Update (Craig Hurst)

- 2024 Colorado Freight Plan focused on Routing and Resiliency.
- A Truck Parking Study is starting soon as part of the 2028 Freight Plan, including statewide counts, revamping its Playbook, and improving Emergency Truck Parking.
- A Freight Routing Resiliency Study is exploring alternate routes when major closures occur.
- Port of Entry and Weigh In Motion Statewide projects are important, and Oversized/Overweight (OSOW) Permitting Operations are ongoing (especially for energy projects).
- CDOT’s Staff Bridge team is extending timber bridges’ lives by several decades at a low cost.

Other Business (Chair Gary Beedy)

- The next STAC meeting will be on Thursday, June 4, 2026, and will be virtual.

Transportation Commission Meetings

May 20-21, 2026

Transportation Commission Workshop (TC) Notes

Wednesday, May 20, 2026 - 12:30 PM - 4:00 PM Workshops

12:30 - 4:15 PM Attendance:

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

10-Year Plan Workshop - Darius Pakbaz

Purpose and Action: The purpose of this workshop was to request adoption of the proposed CDOT Fiscal Year 2027-36 10-Year Plan, as allowed under 43-1-106(15)(d)(I) C.R.S., and presented to the Commission at workshops in November 2025 and January 2026. CDOT staff requested adoption of the amended ten-year plan at the May 22, 2026 Transportation Commission meeting, setting the framework for allocation of strategic funding for the next ten years.

For more details regarding this workshop please see the [May 2026 TC Packet](#) (Pages 3-60).

Discussion

- Due to the new Commissioner for TC District 4, Carl Castillo, attending a TC meeting for the first time, Heather Paddock, CDOT Region 4 Transportation Director (RTD), provided an overview of how projects for his area were selected and prioritized for the 10-Year Plan, during the planning process.

Policy Directive 1601.0 Overview - Darius Pakbaz

Purpose and Action: To provide an overview of CDOT's policy and procedures for new and modified interchanges. No action was requested, as this item was for discussion only.

For more details regarding this workshop please see the [May 2026 TC Packet](#) (Pages 79-92).

Discussion

- Region 1 Transportation Director, Jessica Myklebust, commented on the process for the interchanges and how they vary across the state. A new request for an interchange along Happy Valley from Region 1 is anticipated in the near future. Other interchanges throughout Region 1 were presented and discussed.
- Heather Paddock also commented on the interchange approval process. What is new to the process is the addition of TDM element to accommodate multiple modes of transportation throughout an interchange.
- Commissioner Castillo asked about an interchange vision or review based on a case by case basis. RTD Myklebust explained that along a corridor, cohesiveness of interchanges is considered (along I-70, considering interchanges as a system with A-Line considerations and bicycle access).
- RTD Paddock noted that MPOs usually plan for future interchanges in their long-range plan, where interchanges are often first identified as a need. Planning and Environmental Linkages (PEL) studies also identify needs for interchanges.
- Commissioner Marcano expressed concern with leapfrog development and how this interchange process prevents this. RTDs Paddock and RTD Mykelbust both noted that local jurisdictions set up metro-districts (TMOs) and detailed agreements are executed to help fund multimodal interchange projects. Intergovernmental Agreements (IGAs) determine how interchanges are maintained. If a private developer may be an applicant was discussed. RTD Paddock noted that private developers are not permitted to be an applicant under the PD 1601.0. A discussion on what happens when local jurisdictions do not have the funding for maintenance. CDOT sometimes may take over some minor tasks, and also re-negotiate maintenance agreements when necessary.
- Commissioner Hart raised a question about old interchanges that are closed/eliminated - is part of the process? Pakbaz noted that this particular situation would be covered under corridor planning processes or addressed in long-range planning processes.
- Herman Stockinger, TC Secretary, ensured the TC members will be provided a copy of the PD 1601.0.
- Gary Beedy, STAC Chair, noted that the STAC is very interested in the interchange policies and projects, and noted we need to keep the movement of freight at interchanges in mind as well.

Overview of CDOT Rules - Herman Stockinger and Amber Paoloemilio

- 2 CCR 602-14: Chain Law and Passenger Vehicle Traction Law Requirements on the State Hwy System
- 2 CCR 601-17: Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways (Repeal)
- 2 CCR 601-18: State Highway Utility Accommodation Code (High Voltage Transmission Lines) - needs revisions to be effective by January 2027.

Purpose and Action: This workshop provided background information about CDOT's process for creating, editing, and repealing rules and regulations. It also presented information about three pending rules that TC will be asked to review and open at the June 18, 2026 meeting. The action requested was to eventually approve opening three TC rules for review and comment at the June 18th TC meeting in compliance with Colorado's formal rulemaking process.

For more details regarding this workshop please see the [May 2026 TC Packet](#) (Pages 93-113).

Discussion

- Amber Paoloemilio, who takes care of rules and regulations for CDOT's Office of Policy and Government Relations, was reintroduced to the TC members, and provided an overview of the rulemaking process in Colorado.
- Paoloemilio provided an overview of each rule being recommended for amendment or repeal and what the proposed revisions are.
- The question of how to align legislation and rules was raised. Per Paoloemilio, lots of collaboration and review of documents occurs to ensure alignment between the two, with the Attorney General involved in the process as well.
- TC is being requested to open the rulemaking process for these three rules, and assign a public hearing officer, CDOT's Andrew Hogle, with rules anticipated to be finalized by July/August of 2026.

Wildfire Mitigation Project Update - Jim Fox and Bob Fifer

Purpose and Action: This workshop provided a status update on contracted services for the emergency wildfire mitigation project to cut trees, both dead and live (ladder fuel is the lower tree branches of live trees). The requested action was informational only.

For more details regarding this workshop please see the [May 2026 TC Packet](#) (Pages 114-121).

Discussion

- Commissioners Bowman and Ridder noted lots of mowing happening. Only Regions 1, 2, and 4 started with contractors. When will other Regions be involved? Contractors initially focused on tree trimming services to get started. A total of 832 miles along state highways are identified with this need across the state. Project will expand to all five Regions, as the project is just getting started.
- Jim Fox, CDOT Deputy Director of Maintenance, and Bob Fifer, CDOT Deputy Director of Operations, provided an overview of the contractors status and the project priority list. Fifer referred to a burn probability map to prioritize tasks. The team is focused on highest risk areas first and funds may not all risk areas that include the entire state. Fifer to share a link to the project list to TC members.
- A weather report anticipated over the next few months was provided by Fifer. This presentation was not part of the packet. Anticipates higher temperatures with more than average rainfall this summer, but drought conditions will persist, with an active fire season anticipated. CDOT has three meteorologists on staff.
- Shawn Smith, CDOT Director of Maintenance and Operations, noted the strategic approach to get this project executed and implemented. CDOT is pursuing a PROTECT federal grant to help fund wildfire mitigation projects.

Transportation Commission (TC) Board Meeting

Thursday, May 21, 2026 - 9:00 AM

Call to Order, Roll Call

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

Swearing In of Commissioner Carl Castillo for TC District 4

TC Secretary, Herman Stockinger, swore in Carl Castillo of Boulder as a Transportation Commissioner

Open Public Hearing for the FY 27-30 STIP - Jamie Collins

For more details regarding the FY 27-31 Statewide Transportation Improvement Program (STIP) please see the [May 2026 TC Packet](#) (Page 122 and pages 61-78).

Public Comments

Public Commenters YouTube Video <https://www.youtube.com/live/tntJmNYiKA>
Timestamp 4:47 to 34:10.

Steve O’Dorisio, Adams County Commissioner - Comments on the 10-Year Plan. Adams County is the freight hub in Colorado. Communities along freight corridors in Adams County - I-25 North and I-270 are appreciated as priorities by CDOT. Next focus should be US 85. Thanks to CDOT for keeping promises of the past and addressing concerns.

Rick Pelton, Cheyenne County Commissioner - Commissioner Cook and Masters will visit the TPR in Limon. Safety is noted as a CDOT concern. Out east have millions of freight pounds that travel on roadways. Feels like more emphasis on the Front Range, but Cheyenne and Kit Carson Counties with energy development and Kiowa County having major energy import impacts also. Our roads need attention and emphasis from CDOT. US 385 had an incident with a rolling vehicle due to shoulders missing and major pot holes. We would like to see more attention given to our area. Fatalities due to high speeds occurring due to the need to respond to emergencies. We don’t want loss of life.

Jared Verner, PPACG Public and Policy Communications Manager - Thank and commend work of CDOT on the 10-Year Plan and recognized Region 2 staff. Recognized work of Director Lew and her team. Appreciated the public outreach to obtain diverse comments.

June Churchill, Co-Chair, DOTI Advisory Board - Denver - Happy for funding of BRT projects. Concerned BRT along Speer and Leetsdale are not included. For I-270 review conclusions of the GHG analysis that does not factor in new housing. Bounds for analysis did not include effects of I-25 and I-70, need to account for more induced demand. Consider including funds for increased passenger rail. Thank you for continuing Bustang service.

Perry Hanavan, Hanavan Farms - Based in Cheyenne County, submitting petitions from three adjacent county residents. A key agricultural area in Colorado. US 385 is largely overlooked in the 10-Year Plan. Carrying much too heavy loads for what they were built for. Area serves permanent high-volume freight traffic, as an essential route for

grain and cattle transport. This traffic becomes a high-risk corridor for safety. Wide loads on roads with no shoulders or pavement crumbling. Experiencing failure by neglect. Requesting a formal pavement assessment for US 385. Need inclusion into the CDOT fix it first goal.

Grant Weimer, was a student at the School of Mines - The Colorado BRT project is expanding the capacity of the road. Encourages CDOT to construct the Colorado Boulevard BRT with a dedicated bus lane. Trust your traffic engineers and their traffic calculations.

Lucas Reilly, Freelance Journalist - Regarding the Colorado BRT project, Reilly lives near the Colorado Blvd. and generates a roadway report that covers safety issues and fatalities. Car throughput design for 50 years and people are perishing along this corridor. Air pollution is an issue. Supportive of the BRT project. Less car traffic will be safer and more pleasant. Please support businesses along the corridor as well during the transition to BRT.

Matt Fromer, Southwest Energy Efficiency Project (SWEET) - also serves on the Clean Transit Enterprise CTE Board. Fromer offered congratulations to CDOT on the adoption of the 10-Year Plan. Appreciates CDOT priorities. However there is still too much focus on roadway expansion. Applauds transit focus, mobility hubs, and Bustang. Need more transit operations projects to reduce vehicle travel. Consider setting specific Bustang goals and promote transit. Support BRT projects planned for Denver and more cities. Continue the connection between transportation and land use. PD 1601.0 is a good start. Also support TOD infill projects. Critical to get station locations right for passenger rail projects. Thanks to CDOT for their leadership on this issue.

Alejandra Castenada, Pedestrian Dignity Co-organizer in the Denver area, Excited CDOT BRT projects. Coloradans deserve cost effective options for transportation and sustainability. CDOT must choose the dedicated bus lane option for Colorado Boulevard. Choose safety over speed. Decrease conflicts between cars and pedestrians. Focus on project that are safe, accessible and sustainable.

Note: Three others were on the initial list to provide comments -

Robert Greer - not present

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

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

Comments of the Chair and Commissioners

- Commissioner Bowman: Provided a presentation providing an overview of the new Fruita Welcome Center opened on May 12, 2026, that is a technologically advanced rest area. Rest areas serve 1.5 million visitors annually.
- Commissioner Masters: Thanked the public commenters. The TC takes in the information shared. May is motorcycle awareness month. Please pay attention - look out for motorcycles.
- Commissioner Hart: Also thanked public commenters who attended the meeting today. Proud of the work done on the development of the 10-Year Plan, especially stakeholder engagement. CDOT does good work with the limited amount of funds available. Welcomed Commissioner Castillo. Stressed the need for less speeding and more safety. Safety is in our own hands to control for the most part.
- Commissioner Marcano: Thanked public comments and welcomed Commissioner Castillo. Had a community breakfast forum to share 10-Year Plan information and attendees are excited to learn more about passenger rail projects. Just returned from Miami, FL to discuss transportation and climate change, and raised the importance of modal choice for transportation. Miami stopped multimodal options and now traffic is worse. Art Griffith of Douglas County passed away. Worked with CDOT and DRCOG for decades, and worked tirelessly to support multi-use paths, and contributed to the Lone Tree Mobility Hub.
- Commissioner Castillo: A new member of the Transportation Commission for District 4. Thanked Commissioner Hart for welcoming comments.
- Commissioner Parsons: Thanked Region 2 team to allow her to participate in the CDOT Region 2 Day of Remembrance. Also the CDOT team was thanked for the PD 1601.0 process presentation, as she receives many questions surrounding that process.
- Commissioner McLachlan: Excused.
- Commissioner Ridder: Shout to CDOT legislative staff and Colorado legislature for working to pass funding for rural safety, with wildlife crossings, and for increased penalties for violations along single lane roadways.
- Commissioner Barrett: Supports Commissioner Hart's comments.
- Commissioner Gutierrez: Drive I-25 often, with opening of managed lanes in segments 6-8, remind drivers by paying the toll and using the managed lanes you are paying for the opportunity for consistent drive, but not to increase your speed. Yesterday's drive saw a driver tailgating a full Bustang bus. Tailgating creates a safety hazard.
- Chair Cook: Echoed comments and welcomed Commissioner Castillo. Commissioner Barrett and I attended the DRCOG EDC meeting - a study of

congestion on the I-70 corridor. Compare Colorado's funding to highways against other DOTs, we are medium nationwide, but our road system still is difficult with freeze thaw and terrain. Desire consideration of Debrucing to help with funding. Chair Cook appreciated a trip to Region 3 and enjoyed it greatly.

Executive Director's Report - Shoshana Lew

- It is a big month to adopt the 10-Year Plan. Thanked and recognized Darius Pakbaz, CDOT Division of Transportation Development Director, and the CDOT RTDs along with regional stakeholders across the state.
- The Remembrance Day event was important, and Lew had the opportunity to join HQ and the Region 3 Grand Junction events. Many family members came to Denver for the event as well.
- Joined the FHWA Western District conference event in Grand Junction. Saw the FHWA team enjoying the Western Slope.
- Entering into the construction season with many great projects underway. Construction Includes both large projects and asset management too.

Chief Engineer's Report - Keith Stefanik

- Pleased with the 10-Year Plan anticipated adoption and noted not all projects funded by the 10-Year Plan. There are other programs and funding sources for projects at CDOT.
- Saw commitment from CDOT staff to report out status that will be done quarterly and shared with the public.
- We are excited about SB 26-141, the wildlife revenue legislation that will fund wildlife crossing projects through the BTE. Working with the Transportation Wildlife Crossing Alliance.
- CDOT Automated Speed Enforcement Staff were recognized for their good work. Two or three are active or being deployed. Our staff did it the right way to serve as an example to local agencies who want to use this tool.
- Dan Rusen is retiring from CDOT Region 3 HQ.
- Art Griffith was recognized for his contributions to transportation and to Stefanik's career. Attended his celebration of life.

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

- XXXXX

FHWA Report - John Cater

- The Glenwood Canyon project was shown off to FHWA Western District leaders at their conference. Grand Junction has an exciting downtown. Thirteen Western states were represented.
- Tremendous support from CDOT Region 3, and support of providing a meeting room. Lots of tours were provided, one tour was of the tunnel - to help them understand the complexities of tunnel work in the mountains, GVMPO's Dana Brosig and Rachel Peterson and presentation on S4A fund projects in their area. Director Lew gave a presentation on CDOT and uniqueness of Colorado and Commissioner Bowman helped with tour and arrangements - including Colorado Monument tour with John Otto.

STAC Report - STAC Chair, Gary Beedy

- The last STAC meeting was in-person on May 7.
- Elections were held and Chair Beedy was re-elected Chair, with Kristin Stephens elected as Vice Chair.
- 10-Year Plan was approved for recommendation to the TC for approval
- Update from Region 1 on Bike and Pedestrian Safety study.
- Federal Lands Access Program (FLAP) grant program call for projects update.
- Lessons Learned survey for Statewide Transportation Plan
- Freight Program update provided. Freight safety videos of Mountain Rules campaign for truckers and the public are available for review online. Training for out of state truckers are also available.
- Congratulations were extended to CDOT for the 2050 SWP and the 10-Year Plan adoption. We have a good plan with these two documents.

Legislative Report - Emily Haddaway

- The Colorado legislative session wrapped up last week.
- HB 26-1318 Safety Near Schools
- SB 26-141 Wildlife Collision Prevention legislation
- Kept problematic provisions at bay
- Multimodal Transportation Mitigation Options Fund (MMOF) - adjusting cuts and re-evaluating response
- Agency Bills adopted - the statutory clean up bill and safety modifications
- Reporting after fatal car crash bill
- Changes to automation vehicle identification system usage - Governor's Office is reviewing that bill now.
- The Bill signing tour is in full force - Governor has 30 days to sign or veto.
- We are now in implementation discussions to figure out next steps after legislation is adopted.

- For this interim there is no Transportation Legislative Review Committee (TLRC), want to engage legislators over the summer in some other capacity.
- HB 26-1430 - did change a bit - few provisions added and transportation funding working group. Creation of the road enterprise is incorporated into this bill.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of April 16, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Access Appeal 425 S. Sante Fe Ave., Access 138 Permit 226010 closure for Parcel #15- 011-46-002

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

Discuss and Act on Proposed Resolution #4: Removed

Discuss and Act on Proposed Resolution #5: Adoption of the 10-Year Plan

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

Discuss and Act on Proposed Resolution #6: FY 2025-26 Budget 8th Budget Supplement - Jeff Sudmeier and Bethany Nicholas

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

Close Public Hearing for FY 27-30 STIP

Adjournment

The TC Board Meeting was adjourned at approximately 10:30 am.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, June 17-18, 2026.



COLORADO

Department of Transportation

Memorandum

To: Statewide Transportation Advisory Committee

From: Darius Pakbaz, Director, Division of Transportation Development
Jamie Collins, STIP Manager, Office of Multimodal Planning, DTD

Date: May 28, 2026

Subject: Adoption of the FY2027 - FY2030 Statewide Transportation Improvement Program STIP

Purpose

This memo summarizes the status of the FY2027-2030 Statewide Transportation Improvement Program (STIP) and to request the STAC's endorsement of the final draft for Transportation Commission (TC) adoption at its regular meeting on June 21, 2026.

Action

Staff requests STAC endorsement for the adoption of the FY2027-2030 STIP.

Background

The Draft FY2027-2030STIP is available [here](#). Once the Commission adopts the FY2027-2030 STIP, the adopted document will replace the draft online.

Below is a summary of the primary changes that have occurred for this year's STIP development:

- Updates to the Project Priority Programming Process (4P) Guidelines, as well as to the STIP Amendment Guidelines
- Implementation of a new STIP software to support the use of the eSTIP as the STIP of record
- Implementation of a new STIP website that is public-friendly and easily navigated to find current transportation projects

It should be noted that the newest iteration of the 10 Year Plan was adopted by the Transportation Commission on May 21; projects included in the 10 Year Plan may now be added to the STIP when available funding is identified and the project is ready to begin work.

Next Steps

At this time staff is preparing to request the Transportation Commission adoption of the STIP and would appreciate the STAC's endorsement of the adoption. If you have any questions regarding the development of the STIP or other specifics, please contact Jamie Collins at 303-667-0928.



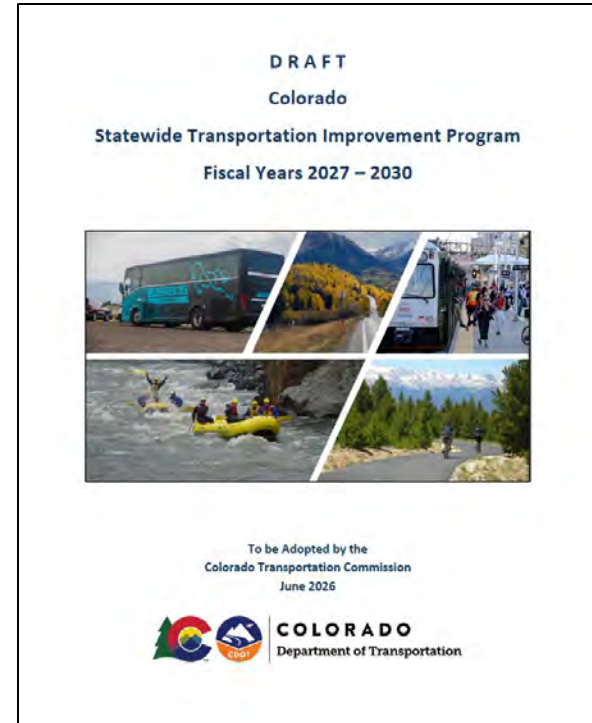
COLORADO
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FY2027 – FY2030 STIP Adoption and EcoInteractive Website Demo STAC, June 4, 2026



FY2027 - FY2030 Draft STIP

- Schedule
- Opened public comment on April 27 and closed on May 29
- Public Hearing with Transportation Commission on May 21
- Adoption by Transportation Commission on June 18
- Approval by FHWA and FTA by June 30
- New STIP effective July 1, 2026





What's New to the STIP?

Guidelines

- Project Priority Programming Process (4P) Guidelines
- STIP Amendment Guidelines

Software

- Project Tracker STIP software
- STIP Website

10 Year Plan

- Adopted by TC on May 21
- Newly Adopted projects can be added to STIP



Public Hearing Comment

- One gentleman wants to ensure that the STIP and 10 Year Plan maintain a focus for projects across the entire state and not just along the Front Range.

Other Comments received

- Technical corrections to the text
- Request to minimize duplication of effort - suggested rolling terms and definitions into one chapter of the adopted STIP



Next Steps

Tasks to complete

- Finalize corrections to the narrative and guidance documents
- Respond to comments received
- Present final draft to Transportation Commission for adoption on June 18
- Submit to FHWA and FTA for final approval

Questions?





Welcome to Project Tracker

Website: <https://codot.eointeractive.com/>



[WELCOME](#) [PROJECTS](#) [PLAN REVISIONS](#) [INTERACTIVE MAP](#) [VISUALIZATIONS](#)

COLORADO DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



What is the STIP?

The Statewide Transportation Improvement Program (STIP) is a federally required, four-year program of planned transportation projects. Per the requirements included 23 CFR 450, a new STIP should be developed at least every four years, containing a minimum four-year listing of transportation projects. Since 2016, CDOT has updated its STIP annually in order to always provide a full four-year plan of projects recognized by FHWA and FTA. This process allows for more flexibility in moving projects forward or backward to address shifting priorities or emergencies.

The STIP is developed in coordination with planning partners throughout the state through the Project Priority Programming Process (4P). The STIP incorporates the Transportation Improvement Programs (TIPs) from each MPO.



Projects Tab

The Projects Tab defaults to this view. Click on the Advanced Search dropdown for more options.

COLORADO Department of Transportation 26-29 STIP

WELCOME PROJECTS PLAN REVISIONS INTERACTIVE MAP VISUALIZATIONS

TPR: All Region: All Year Programmed: All

ADVANCED SEARCH RESET

Project Title/Description: Enter Project Title/Description

Project List EXPORT

BY PROJECTS BY FUNDS

STIP ID	Region	TPR	Project Title	Funding Source	Prior	2026	2027	2028	2029	Future	Total Cost
SR46600.090	04	R4	10001-R4 Inter...	Federal	-	\$815,728	\$2,657,464	-	-	-	\$3,473,192
SR46606.070	04	UF	10004-Intersect...	State	-	\$7,161,135	-	-	-	-	\$7,161,135
SR46668.999	04	R4	10006-Region 4...	Federal, State	-	\$1,169,305	-	-	-	-	\$1,169,305
SR46600.072	04	R4	10008-US85 UP...	Federal	-	\$770,556	-	-	-	-	\$770,556
SR46667.999	04	R4	10009-Region 4...	Federal, State	-	\$186,000	-	-	-	-	\$186,000
SDR9000.033	01	DR	100th Ave Mult...	Federal, Local, ...	-	\$563,908	-	-	-	-	\$1,123,908
SST7099.021	Statewide	ST	1022-I-76 Corri...	Federal	-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
SST7099.093	Statewide	ST	1023_CO 71 Co...	Federal	-	\$500,000	\$1,000	\$1,000	\$1,000	-	\$503,000



Projects Tab - Expanded Search

TPR: All | Region: All | Year Programmed: All

ADVANCED SEARCH RESET

Project Title/Description: Enter Project Title/Description

STIP WBS ID: Enter STIP WBS ID | Project Type: All | Fund Source: All

Project List

EXPORT

BY PROJECTS | BY FUNDS


STIP ID	Region	TPR	Project Title	Funding Source	Prior	2026	2027	2028	Total Cost		
SR46600.090	04	R4	10001-R4 Inte...	Federal	-	\$815,728	\$2,657,464	-	\$3,473,192		
SR46606.070	04	UF	10004-Interse...	State	-	\$7,161,135	-	-	\$7,161,135		
SR46668.999	04	R4	10006-Region...	Federal, State	-	\$1,169,305	-	-	\$1,169,305		
SR46600.072	04	R4	10008-US85 ...	Federal	-	\$770,556	-	-	\$770,556		
SR46667.999	04	R4	10009-Region...	Federal, State	-	\$186,000	-	-	\$186,000		
SST7099.021	Statewide	ST	1022-I-76 Cor...	Federal	-	\$100,000	\$100,000	\$100,000	\$400,000		
SST7099.093	Statewide	ST	1023_CO 71 C...	Federal	-	\$500,000	\$1,000	\$1,000	\$503,000		
Grand Total						\$38,693,886	\$2,707,287,0...	\$775,959,487	\$369,266,605	\$212,32	\$4,103,535,592



Revisions Tab

This tab shows revision instances for modifying projects.

Plan revisions are made on a routine basis to update a project's funding, scope, and timeline. Click a Plan Revision below to see the projects modified by that revision.

 Open for Public Comment

Amendment	Notes	State Approval	
CDOT / 26-29 STIP / STIP Nov. 24th-28th	STIP Modifications	12/01/2025	
CDOT / 26-29 STIP / STIP Dec. 1-5	STIP Modification	Not Required	
CDOT / 26-29 STIP / STIP Dec 8-12, 2025	STIP Modification	12/15/2025	
CDOT / 26-29 STIP / STIP Dec 15-19	STIP Modification	12/18/2025	
CDOT / 26-29 STIP / R3 Revision Dec 17	STIP Modification	12/17/2025	
CDOT / 26-29 STIP / R3 Dec 18 2025	STIP Modification	12/18/2025	
CDOT / 26-29 STIP / Dec 19th STIPs	STIP Modification	12/22/2025	
CDOT / 26-29 STIP / Dec 22-23	STIP Modification	12/23/2025	
CDOT / 26-29 STIP / STIP Jan 5-9	STIP Modification	01/12/2026	
CDOT / 26-29 STIP / Dec 31 - R4 Admin	STIP Modification	12/31/2025	



Interactive Map Tab

COLORADO Department of Transportation | 26-29 STIP

WELCOME | PROJECTS | PLAN REVISIONS | **INTERACTIVE MAP** | VISUALIZATIONS

Project Layers

- 10 Year Plan
- Enterprise
- Transit
- Active Transportation
- Environment
- Other
- Asset Management
- Safety

Project Filters

Project Type: All | Funding Source: All | Year Programmed: All

260 Projects (only displaying mapped projects) EXPORT

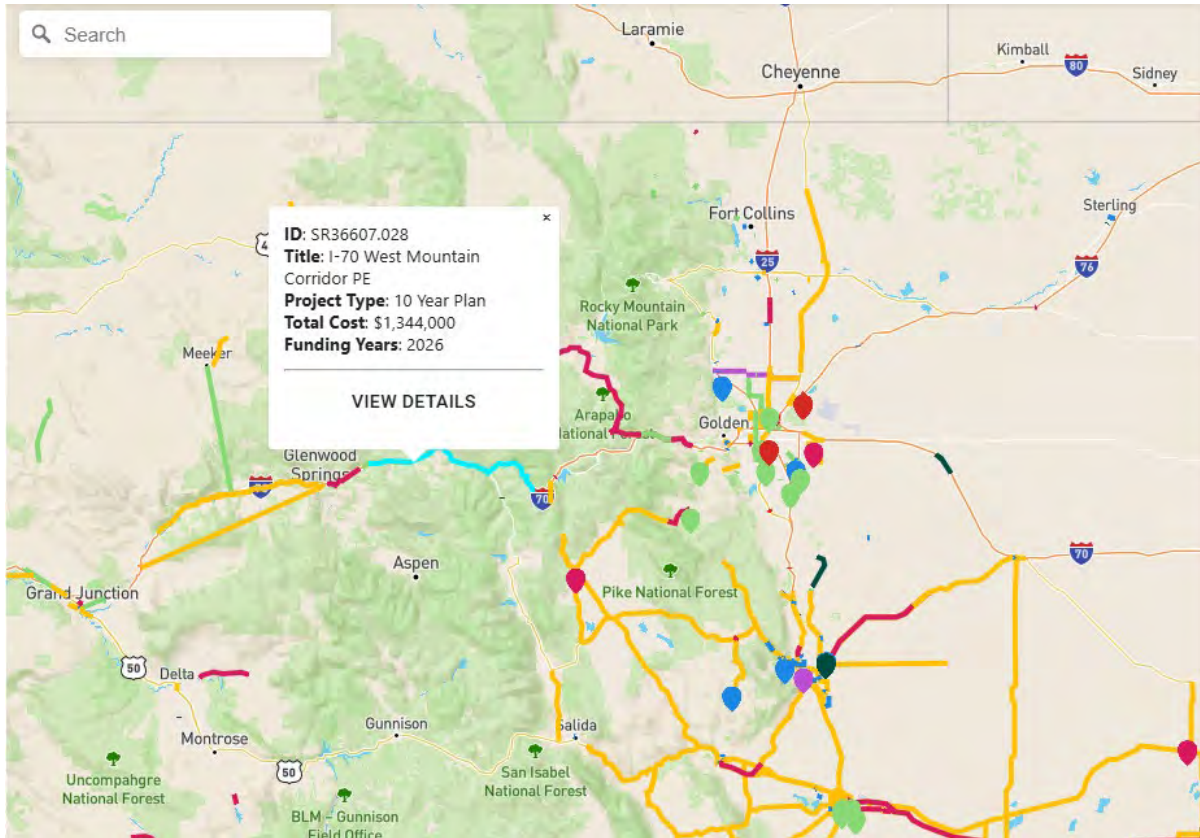
STIP ID	TPR	Project Title	Project Type
SR46600.072	R4	10008-US85 UPRR ...	Asset Management
SR16682.130	DR	104TH AT WASHIN...	Safety
SR25216.188	R2	2025+ R2 Preventiv...	Asset Management
SR47020.031	EA	21884-Sterling East...	Active Transportation
SR46600.071	UF	21907-Peckham Gr...	Asset Management
SNF5788.048	NF	21994-O St Widenin...	Asset Management

Rows per page: 10 | 1-10 of 260

You can find details for individual projects by clicking on a segment on the map, or by clicking on a STIP ID in the list to the left of the map.



Interactive Map - Segment Selection



Clicking on a highway segment will provide a pop-up summary of the project.



Interactive Map - Project Detail



SR16682.130: 104TH AT WASHINGTON PLAZA IMPROVEMENTS

[DOWNLOAD PDF](#)
[ADD COMMENT](#)
[SHARE](#)



Region: 01
 STIP ID: SR16682
 10 Year Plan ID: -
 TPR: DR

Brief Scope of Project

Project Description
 R1 Hazard Elimination Pool

[FUND OVERVIEW](#)
[FUND HISTORY](#)
[REVISION HISTORY](#)

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	HSIP	\$0	\$841,050	\$0	\$0	\$0	\$0	\$841,050
Construction	L	\$0	\$93,450	\$0	\$0	\$0	\$0	\$93,450
Construction	LO	\$0	\$3,229	\$0	\$0	\$0	\$0	\$3,229
Total Construction		\$0	\$937,729	\$0	\$0	\$0	\$0	\$937,729
Total Programmed		\$0	\$937,729	\$0	\$0	\$0	\$0	\$937,729

Clicking on a STIP ID in the box to the left of the map will take you to the project summary page.



Visualizations Tab

This table shows CDOT projects categorized by Project Type. This illustrates CDOT's complete construction program. Click on individual Project Types in the table to see a list of projects for that category.

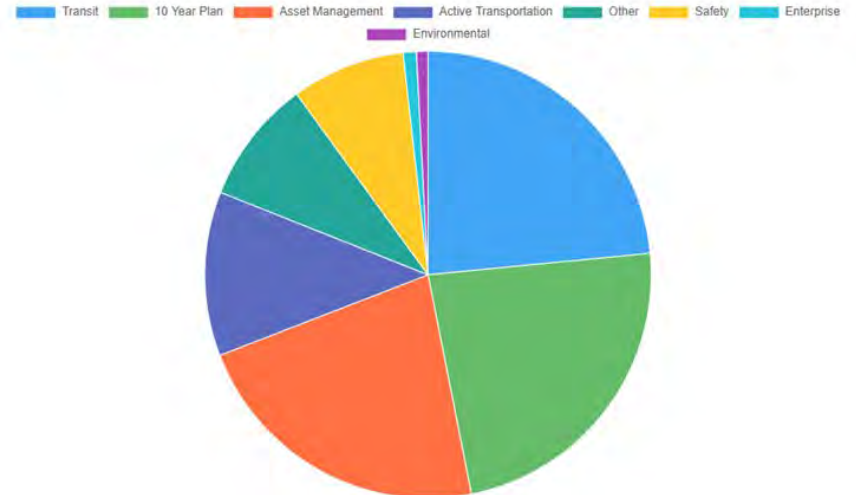
8 Project Type(s)

Group By

Project Type

EXPORT 

Project Type ↑	Programmed %	Programmed Amount
10 Year Plan	23.42%	\$1,016,122,063
Active Transportation	11.88%	\$515,630,139
Asset Management	22.25%	\$965,465,558
Enterprise	0.96%	\$41,522,286
Environmental	0.83%	\$36,010,140
Other	8.97%	\$389,150,397
Safety	8.23%	\$357,093,739
Transit	23.47%	\$1,018,326,848
Totals	100.00%	\$4,339,321,170





Visualizations - Projects by Type

Selecting a specific Project Type will provide a list of all of the projects assigned that Type.

← Asset Management

26-29 of 51

178 Projects EXPORT

STIP ID	Region	TPR	Project Title	Funding Source	Prior	2026	2027	2028	2029	Future	Total Cost
SDR6744.091	01	DR	FY21 CENTEN...	Federal, Local	-	\$575,000	-	-	-	-	\$575,000
SDR9000.067	01	DR	I25/Crystal Val...	Federal, Local	-	\$538,750	-	-	-	-	\$538,750
SDR9000.084	01	DR	Midway Blvd ...	Federal, Local	-	\$4,100,195	-	-	-	-	\$4,100,195
SR15215.141	01	DR	SH85: Florida t...	Federal, State	-	\$4,216,673	-	-	-	-	\$4,216,673
SR15215.171	01	DR	SH7: I-25 to U...	Federal	-	\$179,183	-	-	-	-	\$179,183
SR15215.179	01	DR	US 85: I-76 TO ...	Federal	-	-	\$52,619	-	-	-	\$52,619
SR15215.180	01	DN	US 40 Empire ...	Federal	-	\$9,480,000	-	-	-	-	\$9,480,000
SR15215.186	01	DR	US 287: I-70 to...	Federal	-	\$742,593	-	-	-	-	\$742,593
SR15215.196	01	DR	SH-74 Evergre...	Federal, State	-	\$9,552,000	-	-	-	-	\$9,552,000
SR15215.205	01	DR	SH265: I-70 to ...	Federal, State	-	\$60,000	-	-	-	-	\$60,000
SR15215.207	01	DR	US6 Resurfaci...	Federal	-	\$63,700	\$18,855	-	-	-	\$82,555
SR15215.209	01	DR	Federal Blvd. R...	Federal, State	-	\$25,128	-	-	-	-	\$419,917
SR15215.210	01	DR	C-470: Wads t...	Federal	-	\$5,144,887	\$12,779,582	-	-	-	\$17,924,469
SR15215.212	01	DR	Alameda Resu...	Federal	-	\$453,012	-	-	-	-	\$453,012
SR15215.213	01	DR	SH 72 Reconst...	Federal	-	\$331,154	\$780,797	-	-	-	\$1,111,951
SR15215.214	01	DR	I-25 Resurfaci...	Federal	-	\$20,757,598	-	-	-	-	\$20,757,598
SR15215.215	01	DR	FY25 Paveme...	State	-	\$472,356	-	-	-	-	\$472,356
SR15215.216	01	DR	CO 35 R1 Res...	Federal, State	-	\$2,144,274	\$2,365,726	-	-	-	\$4,510,000
SR15215.219	01	DR	I25 CONCRET...	Federal, State	-	\$230,000	-	-	-	-	\$230,000
SR15215.220	01	DR	SH121:RESUR...	State	-	\$142,240	-	-	-	-	\$142,240
Grand Total						\$9,899,211	\$669,198,098	\$214,250,146	\$66,258,796	\$5,859,307	\$965,465,558



Questions?





COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Jeffrey Sudmeier, Chief Financial Officer

Darius Pakbaz, Director, Division of Transportation Development

Michael Snow, Transportation Planning Specialist, Active Transportation Section

05/29/2026

Date: June 4, 2026

Subject: Multimodal Transportation & Mitigation Options (MMOF)
Program Updates

Purpose

To provide STAC members and TPRs updated MMOF program guidance, and recommendations in response to recent legislative cuts in program funding.

Action

Informational and discussion only; no action required.

Background

Facing a significant budget shortfall for Fiscal Year 2027 (FY2027) and beyond, the State Legislature made necessary budget cuts that impacted most state agencies. Balancing the FY2027 State budget included passage of the following related House Bills impacting the Multimodal Transportation and Mitigation Options Fund (MMOF):

- House Bill 2026-1399 (HB1399) eliminates three years of the \$10.5 million annual General Fund transfers to MMOF previously committed FY2027-FY2029.
- House Bill 2026-1398 (HB1398) modifies the statutory split of MMOF funding by reducing the proportional allocation to Local MMOF projects from 85% to 70% and increasing State MMOF project allocations from 15% to 30% for program revenues in FY2027 and beyond.

Commitment of other MMOF program revenues, including the annual Retail Delivery Fee Revenues and the \$10.5 Million annual General Fund transfers committed in FY2030-FY2032, remain unchanged.

The combined effect of these changes significantly reduces the Local MMOF allocations to Transportation Planning Regions (TPR) in FY2027-FY2029 and creates a deficit to the amounts previously awarded to local projects. The following guidance considers the impacts of these

funding cuts and how CDOT will minimize the impact on projects in progress while managing and utilizing existing revenues most effectively.

Revenue Reconciliation

In addition to the General Fund transfers eliminated in HB1399, CDOT staff also considered several other factors affecting the overall program funding projections. This includes slight reductions to actual and projected annual Retail Delivery Fee revenues, and additional previously unrealized interest earnings. All factors considered, the net result to the overall program budget is a 36.6% reduction to the combined total MMOF revenues expected in the affected three-year period from FY2027-2029.

Program Administrative Set-asides

Throughout the MMOF program, varying percentages of the annual Local MMOF budget have been set aside to recover the costs CDOT incurs to administer the Local program and to support and oversee its funded local projects. These costs are shared directly among program & project management, finance, contracting and specialty unit staff. Beginning in FY2027, CDOT's new cost allocation plan will also account for the indirect costs related to the program, thereby increasing the rate of administrative expenditures.

Rates of set-asides have varied annually based on need, including 5% set aside in 2020 and 2% in 2022-2024. In May of 2025 a sum of \$3.0 million unspent set-aside funds was returned to the Local MMOF pool to offset the impact of the State's FY2026 budget cuts. The current balance of set-aside funds is nearly depleted, however, while administrative costs are expected to exceed \$1.0 million in FY2027 due to the large number of stimulus-funded MMOF projects still being implemented statewide.

Adjustments to the current set-aside rate are again necessary to ensure adequate administrative funding. To prepare for the large amount of project activity in the coming year, CDOT Staff recommend a flat \$900,000 set-aside in FY2027, and an increase to 3% for sustainable annual set-aside beginning in FY2028.

Local MMOF Allocations

These combined statutory, revenue and administrative adjustments result in a net **48.3% reduction** to Local MMOF allocations in the three-year, FY2027-2029 period from the previous allocations published in May 2025. Reductions were applied to each TPR using the most recent MMOF distribution formula approved by the Transportation Commission. **Table 1** below shows the new **updated total allocations** of Local MMOF funds for the affected FY2027-FY2029 period, and a budget shortfall analysis compared to the amounts awarded to projects in this period.

Program Response & Impact on Awarded Projects

Current MMOF project awards in FY2027-FY2029 exceed the expected revenues in this period by over \$25.3 million - a shortfall that could potentially impact 83 active or pending projects statewide.

Contrary to the award reconciliations made a year ago following the sizable FY2026 budget loss, **CDOT does not recommend** that the awarding agencies in each Transportation Planning Region conduct a similar process to modify and reduce current MMOF awards. Instead, it is

recommended that the revenues projected in FY2030 and FY2031 be used to backfill all funding shortfalls for current project awards.

What this means is that the existing projects awarded in the three-year period between FY2027-2029 will be implemented instead across the five-year period of FY2027-2031, using all the allocated revenues through FY2030, plus most revenues in FY3031. **Table 1**, below, shows a combined total of \$37.2 million in expected FY2030-2031 revenues. Backfilling all current award shortfalls would consume all but approximately \$11.8 million of FY3031 Local MMOF TPR allocations.

Cash Management

Since the FY2026 budget cuts experienced last year, MMOF has utilized a Cash Management strategy that allows projects that are ready to begin a phase of work (i.e., design, utilities, construction, etc.) to advance up to two future years' awards by obligating funds currently available to CDOT. This strategy has two primary objectives:

- Alleviates the need to delay most projects in response to the current budget cuts by no longer requiring projects to start work only when all of a project's awards are accumulated. When projects are allowed to begin on an earlier date, they also avoid additional inflation costs.
- Accelerates the expenditure (drawdown) of MMOF's large unexpended fund balance by maximizing spending in the current year.

Advancing future years awards prioritizes available MMOF funding for the local agencies' projects that are "ready" the soonest (i.e., "first to the trough"). Likewise, project phases starting later during a particular year will have access to awarded funds only when adequate current funding exists, and therefore access to funds could be delayed until the start of a subsequent fiscal year if current funding is depleted (Note that FY2031, for example, begins July 1, 2030).

Next Steps

Project Implementation Schedules

To provide local project sponsors with a schedule of when to expect access to MMOF funding, CDOT will develop a Project Implementation Schedule. This schedule will provide Local Agencies and CDOT Project Management staff with the date and the dollar amount that MMOF funding will be available, by project phase. Only if necessary, will access to finite available current year funding be prioritized to competing projects based, first, on the date of phase implementation and, second, on the year or years of funds awarded.

Attachments

Table 1, Local MMOF Program - Summary Funding Analysis

FAQs: Local MMOF Budget Reduction, Spring 2026

Projected Local MMOF Allocations by TPR as of May 2026



COLORADO

Department of Transportation

MMOF Updates

June 4, 2026



MMOF Funding Updates

Final FY27 State Budget

- **HB1399:** Eliminated 3 years of \$10.5M General Fund transfers (FY27-FY29)
- **HB1398:** Local share (allocated to TPR/MPOs) reduced from 85% to 70%

Other Revenue Adjustments

- **+\$6.2 Million:** Additional interest earnings expected (FY2025-2027)
- Slightly lower future Retail Delivery Fee revenue estimates

Long-Term Revenue Stability

Total Revenues in FY2030 and beyond remain **unchanged**



State & Local MMOF Allocations

State MMOF: Bustang Operations

Increased to 30% – maintains or slightly increases current funding levels

Total MMOF Funding (FY2027 - FY2029)

Reduced by 36.6%

Local MMOF Funding Reductions

- **FY2027 - FY2029:** Reduced by 48.3%
- **Future Years:** Funding reduced by 17.7%



Administrative Costs - Local MMOF

Background

- Funds set-aside from Local allocation for CDOT's program and project support.
- Set-aside history: 5% of FY2020 Local MMOF; 2% in FY2022-2024.
- \$3 million returned to TPR pools in 2025 to offset FY2026 budget cuts.

Adjustments Needed

- **Depletion:** Current set-aside balance is nearly exhausted.
- **Rising Costs:** FY2027 costs expected to exceed \$1.0 million due to stimulus projects.
- **Proposal:** \$900,000 FY2027 set-aside, plus 3% annual increase thereafter.



Managing Impact on Awarded MMOF Projects

Core Recommendation

CDOT will recommend TPR/MPOs to **NOT reduce or delay** existing MMOF awards.

Backfill Strategy

Utilize FY2030-2031 funds & Cash Management to backfill FY2027-2029 reductions.

Key Impacts & Outcomes

- Maintains existing award amounts
- Prioritizes funding for "ready" projects ("first to the trough")
- **Projects starting later may face delayed access to funds until subsequent years**



MMOF Cash Management - Overview

Advance Funding Capability

MMOF projects may advance up to **TWO YEARS** of future awards when that phase is “ready”

Funding Security Timeline

Funding is “secured” for a project 90 Days prior to Phase Ad date

- Funds secured via Grant agreement execution
- OR CDOT’s issuance of an IGA Option Letter

Project Funding Schedule Development

Schedules are developed based on reported/planned encumbrances provided by CDOT’s Local Agency project managers



Next Steps

TPR/MPOs

No actions required

Local Agency Project Sponsors

Consistent communication and coordination with **CDOT Project Managers** is critical to compiling accurate Project Phase Schedules

CDOT

Project Implementation Schedule will be developed and distributed in the **coming weeks/month**.



Table 1. Local MMOF Program - Summary Funding Analysis

(June 2026)

TPR	Formula Allocation	Total Project Awards	Total 3yr Allocation	Shortfall	FY2030	FY2031	Remaining FY2031
Pikes Peak Area	9.66%	\$5,685,149	\$2,937,347	\$(2,747,802)	\$1,738,228	\$1,855,513	\$845,939
Denver Area	58.14%	\$31,830,676	\$17,674,314	\$(14,156,362)	\$10,459,091	\$11,164,808	\$7,467,537
North Front Range	7.70%	\$4,376,384	\$2,339,810	\$(2,036,574)	\$1,384,624	\$1,478,050	\$826,100
Pueblo Area	2.96%	\$1,710,746	\$898,458	\$(812,288)	\$531,678	\$567,553	\$286,943
Grand Valley	2.55%	\$1,501,118	\$775,583	\$(725,535)	\$458,965	\$489,933	\$223,363
Eastern	1.56%	\$693,987	\$474,757	\$(219,230)	\$280,946	\$299,902	\$361,618
Southeast	1.23%	\$724,597	\$374,377	\$(350,220)	\$221,544	\$236,493	\$107,818
San Luis Valley	1.58%	\$929,007	\$479,990	\$(449,017)	\$284,043	\$303,208	\$138,233
Gunnison Valley	2.98%	\$1,752,274	\$905,348	\$(846,926)	\$535,756	\$571,905	\$260,735
Southwest	1.79%	\$1,052,747	\$543,923	\$(508,824)	\$321,876	\$343,595	\$156,647
Intermountain	4.24%	\$2,492,374	\$1,287,736	\$(1,204,638)	\$762,041	\$813,459	\$370,861
Northwest	1.14%	\$407,500	\$345,999	\$(61,501)	\$204,751	\$218,567	\$361,817
Upper Front Range	1.91%	\$1,122,415	\$579,918	\$(542,497)	\$343,177	\$366,332	\$167,013
Central Front Range	1.95%	\$1,145,312	\$591,749	\$(553,563)	\$350,178	\$373,806	\$170,420
South Central	0.63%	\$372,689	\$192,557	\$(180,132)	\$113,949	\$121,638	\$55,455
Total	100.00%	\$55,796,975	\$30,401,865	\$(25,395,110)	\$17,990,847	\$19,204,763	\$11,800,500

Local MMOF Allocations - based on May 2026 revenue projections & FY27 State Budget reconciliation

TPR Name	*Allocation (rounded figures shown)	**FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035
Pikes Peak Area	9.66%	\$1,147,500	\$846,764	\$943,083	\$1,738,228	\$1,855,513	\$1,984,848	\$1,375,076	\$1,447,547	\$1,522,781
Denver Area	58.14%	\$6,904,624	\$5,095,063	\$5,674,627	\$10,459,091	\$11,164,808	\$11,943,029	\$8,273,973	\$8,710,034	\$9,162,726
North Front Range	7.70%	\$914,067	\$674,509	\$751,234	\$1,384,624	\$1,478,050	\$1,581,075	\$1,095,348	\$1,153,076	\$1,213,005
Pueblo Area	2.96%	\$350,990	\$259,003	\$288,464	\$531,678	\$567,553	\$607,113	\$420,600	\$442,767	\$465,779
Grand Valley	2.55%	\$302,988	\$223,581	\$249,014	\$458,965	\$489,933	\$524,083	\$363,078	\$382,213	\$402,078
Eastern	1.56%	\$185,468	\$136,861	\$152,428	\$280,946	\$299,902	\$320,807	\$222,251	\$233,964	\$246,124
Southeast	1.23%	\$146,254	\$107,924	\$120,200	\$221,544	\$236,493	\$252,977	\$175,259	\$184,496	\$194,085
San Luis Valley	1.58%	\$187,512	\$138,369	\$154,109	\$284,043	\$303,208	\$324,343	\$224,700	\$236,543	\$248,837
Gunnison Valley	2.98%	\$353,682	\$260,989	\$290,677	\$535,756	\$571,905	\$611,769	\$423,825	\$446,162	\$469,351
Southwest	1.79%	\$212,488	\$156,799	\$174,635	\$321,876	\$343,595	\$367,544	\$254,630	\$268,049	\$281,981
Intermountain	4.24%	\$503,065	\$371,222	\$413,449	\$762,041	\$813,459	\$870,159	\$602,835	\$634,606	\$667,589
Northwest	1.14%	\$135,168	\$99,743	\$111,089	\$204,751	\$218,567	\$233,801	\$161,975	\$170,511	\$179,373
Upper Front Range	1.91%	\$226,550	\$167,176	\$186,192	\$343,177	\$366,332	\$391,867	\$271,480	\$285,788	\$300,641
Central Front Range	1.95%	\$231,172	\$170,586	\$189,991	\$350,178	\$373,806	\$399,861	\$277,019	\$291,618	\$306,775
South Central	0.63%	\$75,224	\$55,509	\$61,824	\$113,949	\$121,638	\$130,116	\$90,143	\$94,894	\$99,826
TOTAL	100.00%	\$11,876,752	\$ 8,764,099	\$9,761,015	\$ 17,990,847	\$ 19,204,763	\$ 20,543,392	\$ 14,232,192	\$ 14,982,266	\$ 15,760,950

*Allocations based on Distribution Formula adopted May 16, 2024

**Reflects FY27 revenues plus reconciled FY25 & FY26 revenues and interest earnings since prior May 2025 published allocations



FAQs: Local MMOF Budget Reductions, Spring 2026

Are the future funds that belong to my TPR being lost to backfill funding shortfalls in other Regions?

- No. Future funding as allocated by the approved allocation formula for each TPR will be kept whole for FY27-31. However, funds for all regions will be maintained in a statewide pool to allow projects from any region to access funding when they are ready to proceed. Any FY31 amounts not required to backfill a TPR's award shortfalls can be awarded to new projects beginning in calendar year 2027, which allows the new awards to be identified in the FY28-FY31 Statewide Transportation Improvement Program (STIP).

What actions do TPRs need to take to address the funding reduction?

- TPRs do not need to take any action to reduce or reconcile awards to match the updated funding allocations. MPOs, at their own discretion, may choose to reconcile MMOF awards by fiscal year for more accurate representation of awarded funding in their Transportation Improvement Program (TIP), but this too is not mandatory.

What actions do Local Agency MMOF project sponsors need to take to ensure access to project funding?

- Communication with your CDOT Project Manager is critical. A Project Implementation Schedule will be developed that provides the amount of MMOF funds and the date on which funds will be available for each project phase. Project phase information will be provided by your CDOT project manager and is therefore dependent on consistent communication and coordination with the Local Agency.

Does this affect MMOF awards of federal ARPA/SLFRF funds?

- No. ARPA/SLFRF funds allocated to the MMOF program must be used for the projects to which they are currently awarded and cannot be repurposed to any other uses. The state budget cut does not affect any TPR allocations of ARPA or awards of ARPA to projects, including those ARPA funds that were refinanced under HB24-1466.

If I have an executed IGA or Grant Agreement, are the MMOF awards safe from changes?

- No. Any portions of project awards that are in an executed agreement but not yet encumbered in an option letter or grant may have award quantities reduced or cancelled by the TPR, subject to an agreement amendment. As mentioned above, projects without an executed agreement are more likely to be affected. However, many TPRs must make a significant amount of reductions and cancellations and may therefore need to reduce or cancel awards to projects with executed agreements.

If my project has already begun implementation and expenditures, can my MMOF award still be reduced or cancelled?

- CDOT does not anticipate any award decisions by TPRs to affect the availability of funds for phases of projects that have already been encumbered in an Option Letter or Grant and received a notice to proceed. In some rare cases, however, it's possible that a project that has initiated an earlier phase may experience an impact to the remaining award for a latter phase that has not been encumbered or given a notice to proceed.

Will there be a pause on new IGAs or Grant Agreements to account for the reduced budgets?

- No. Progress on all current MMOF award agreements (i.e., IGAs/Grants) may continue accordingly. However, access to the funds for a particular phase of a project with an IGA is only made available shortly before kickoff by the execution of an Option Letter that budgets and encumbers those funds to that phase of the project. Grant agreements, which fully budget and encumber all its funding at the time of execution, will be drafted and executed once access to all awarded funds are made available.

How do I know when my project's funding will be available?

- CDOT's MMOF Program Management team will be compiling schedule and funding information on each project. This information will be used to produce a Project Schedule Program that predicts when and how much funding will be available to each project throughout the FY27-FY31 years.

Where does CDOT obtain the anticipated project schedules and budgets?

- CDOT's Local Agency project managers coordinate and negotiate directly with Local Agencies to determine the project's likely phase schedules based on the necessary preparations and clearances needed to get projects ready to start.



2026 CDOT STAC Presentation

Region 3

June 2026





Region 3 Overview

Scale & Workforce



Largest Region in CDOT
(in square miles)



15 counties



50+ municipalities



20k+ culverts



600 positions

Infrastructure Assets



5,161 highway miles



13 mountain passes



13 rest areas



7 tunnels



706 bridges



R3 Environmental - Wildlife Projects





Projects from Western Slope Wildlife Prioritization Study

Table 3-1: WSWPS Prioritization Scores for Highest Priority Segments (Top 5 Percent) within Regions 3 and 5

Route	Milepost	Prioritization score	Percentile rank
CDOT Region 3 (Northwest)			
State Highway 13	58.5 to 70.5	26.07	98.92
State Highway 13	99 to 114	23.64	98.58
State Highway 13	73 to 75.7	23.53	98.60
State Highway 13	78 to 84	22.59	97.83
U.S. 40	61.9 to 71.5	22.34	97.63
U.S. 40	74 to 81	21.80	97.14
State Highway 64	59 to 68.5	21.61	97.22
U.S. 40	40.5 to 41.5	21.22	96.50
State Highway 13	118 to 120.5	20.80	96.40
State Highway 13	45 to 52.5	20.70	96.27
U.S. 40	93.7 to 106.5	20.63	96.29
I-70	98.5 to 103	20.27	95.78
State Highway 9	136 to 136.6	20.18	96.00
State Highway 13	18 to 18.3	19.55	95.00
U.S. 40	192 to 194	19.51	95.00
State Highway 9	114.2 to 116.5	19.46	95.33
I-70	131 to 132.5	19.40	95.00
U.S. 40	190 to 190.5	19.37	95.00
State Highway 131	57 to 58	19.34	95.00
State Highway 13	30.5 to 37.5	19.29	95.08
State Highway 9	128 to 134	19.29	95.00
I-70	105.5 to 107	19.18	95.00
I-70	1431 to 43.5	19.06	95.00
I-70	96.5 to 97	19.04	95.00

22776 - SH 13 Fortification Creek
SH 13 MP 111-116
Completed 10/31/2022

24377 - SH 13 Feasibility Study
SH 13 MP 64-83
Study

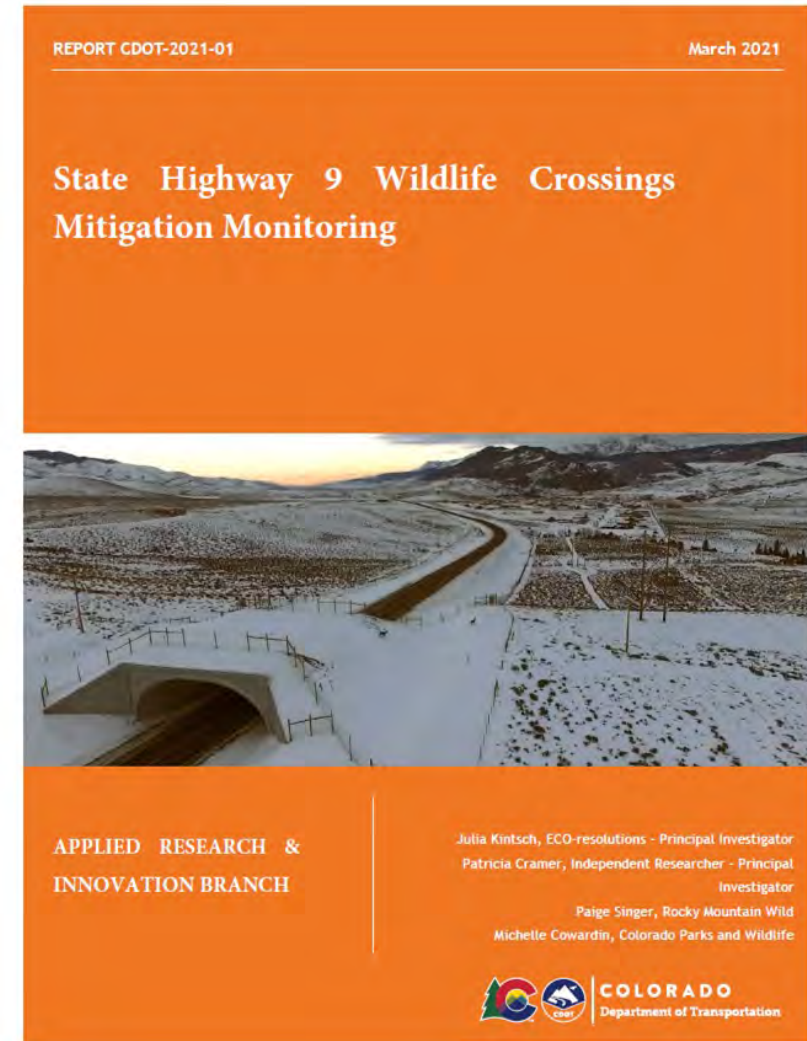
24377 - US 40 Wildlife Mitigation
US 40 MP 63-68.5
Design

19910 - SH 9 CO River South Wildlife & Safety
SH 9 MP 126-137
Completed 8/31/2017



19910 - SH 9 Colorado River South

- SH 9 Colorado River South Project
 - Partners: CDOT, CPW, Grand County, and Blue Valley Ranch
 - 11 Miles of Reconstruction
 - 2 Wildlife Overpasses
 - 5 Wildlife Underpasses
 - 2 CBC's, & several small culverts
- 5 Year Study - completed in March 2021
 - Wildlife-vehicle collisions (WVC) reported to law enforcement decreased by 92%
 - 17 different wildlife species successfully used the Structures
 - Documented 112,678 mule deer successful passages across the seven major structures.





SH 13 Fortification Creek

- 22776 - SH 13 Fortification Creek Project
 - Partnership between CDOT & CPW
 - 6 Miles of Reconstruction
 - 1 Wildlife Underpasses
 - 2 sections of low fence
 - 1 Wildlife detection system (1/2 mile gap of low fence)
 - ZapCrete Mats
 - Improved game ramp design
- Research Study -
 - Arch underpass at MP 111.6 – EOY 2025 86% successful movements by mule deer. 5% repellency rate
 - WDS - Evaluating different aspects
 - Zapcrete mats - 52% repellency and 20% parallel rate by mule deer (no breach into roadway)



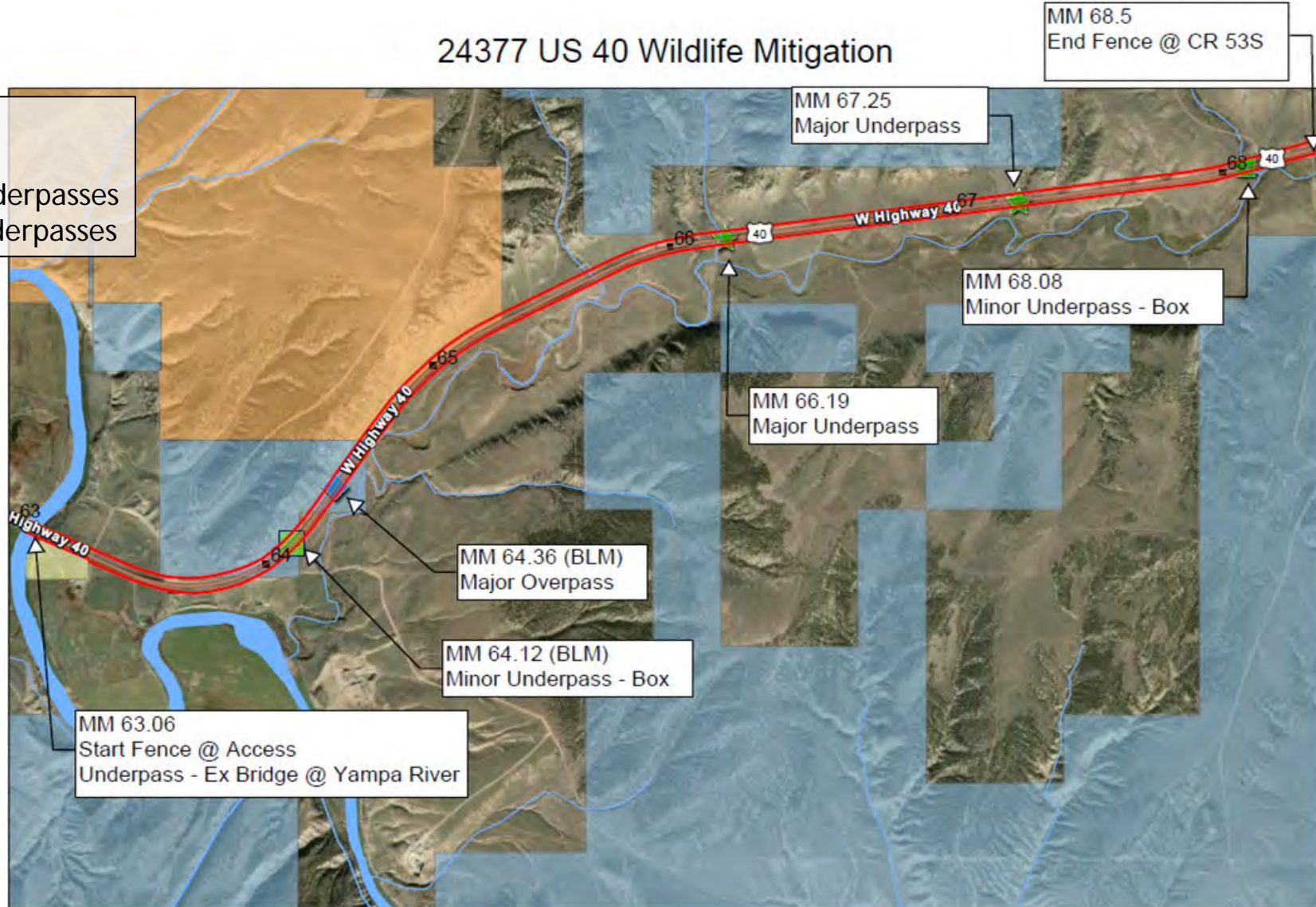


US 40 Wildlife Mitigation

24377 US 40 Wildlife Mitigation

- 5.5 miles
- 1 Wildlife Overpass
- 2 Major Wildlife Underpasses
- 2 Minor Wildlife Underpasses

Maybell



Lay



SH 13 GarCo South Phases I-III

- 17710- SH 13 GarCo South (Phase I) MP12.78-16 in construction
 - Road widening, wildlife fencing, escape ramps, & two wildlife arch underpasses
 - Monitoring - 2024-2028/2029 (CMU/CDOT Partnership)
 - Construction complete winter 2023
- 23039 - SH 13 GarCo South (Phase II) MP 9-12.78
 - Road widening, wildlife fencing, escape ramps, & two wildlife arch underpasses
 - Construction funding not identified. Shelf in 2026
- No SA# - SH 13 GarCo South (Phase III) MP 4-9
 - Early design stages - preliminary field work with CPW and Eco-Resolutions completed in fall 2023
 - Road widening, wildlife fencing, escape ramps, & CBCs or small arch underpasses



- 23982/21685 - West Vail Pass
 - Passing/aux lanes, recreation path realignment, large and small wildlife arch underpasses, wildlife fencing, avalanche mitigation.
- 25414 - East Vail Pass Wildlife Crossings
 - 1 overpass, 2 underpasses on eastbound lanes of Vail Pass.
 - Completed 30% design (FIR) level. 60% design in summer 2026.





SB26-141 Wildlife Collision Prevention

- Governor Polis signed SB26-141- Wildlife Collision Prevention on May 27, 2026.
 - This newbill authorizes an optional car registration fee in the amount of \$5 to help support wildlife projects to reduce wildlife-vehicle conflicts.
 - *“Colorado is known for our world-class outdoors and amazing wildlife, and that is why we will expand safe travel options for humans and animals - keeping everyone who calls Colorado home safe. Colorado is a national model for reducing human-wildlife collisions and this new law will build on that success,” said Governor Polis.*



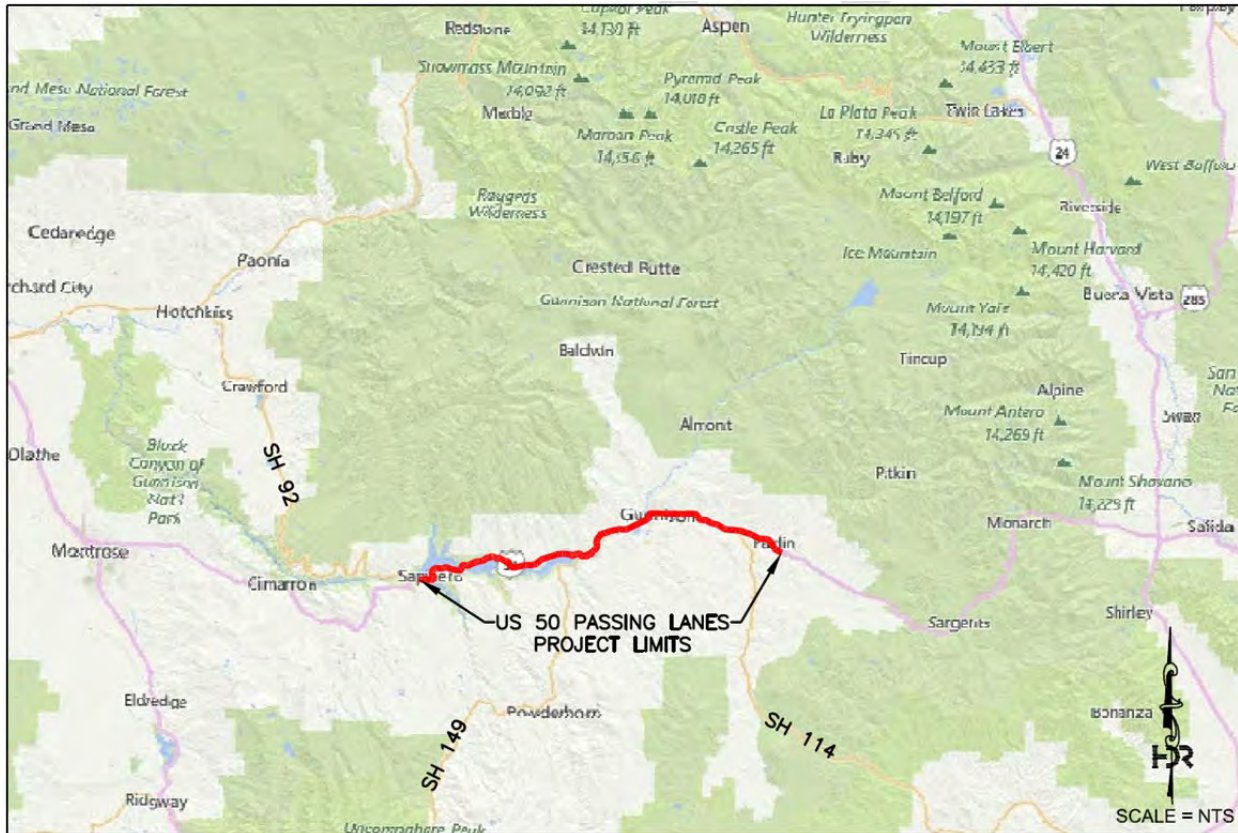


R3 Passing and Aux Lanes





Region 3 Passing and Aux Lanes



- Passing and Aux lanes improve safety and operations by reducing bottlenecks where *speed differentials and turbulent traffic* flow builds up.
- Region 3 initiated a passing lane study for US 50 (in Gunnison County) and US 40 (through Jackson, Grand, and Routt County)
- These areas were prioritized because the high truck traffic on the National Highway System and mountain grades increase the volume of slower vehicles.
- Brief history of the need and development of Vail Aux

The percent of truck traffic for both US 40 and US 50 are around 13%.



US 40 Passing Lane West of Kremling - 10YP Project



These before and after photos of the US 40 West of Kremling Passing project demonstrated Region 3s early efforts to construct passing lanes. This one in particular didn't require the purchase of ROW. More areas in Routt County are funded in the 10YP.



US 50 Passing lanes Blue Mesa - 10YP Project



Before and after photos of 10YP project 0034.
Benefits If Funded

- Safety: The addition of passing lanes in both directions on US 50 will reduce the likelihood that drivers will take risks while passing.
- Mobility: Travel times will decrease as drivers will be able to maintain speed and safely avoid slower vehicles.



I-70 Auxiliary Lanes



Auxiliary lanes on the interstate allow for safer passing of trucks and passenger vehicles.



US 40 Passing Lanes Routt County - 10YP



This project is currently designing passing lanes on US 40 as shown by the pale green areas around Hayden and Milner. The lack of passing lanes limits mobility on this scenic byway and Colorado freight Corridor. Passing lanes enhance economic vitality and traveler safety by reducing travel delays and reducing unsafe passing maneuvers for all users, including the freight industry and tourists.



Questions?



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Colorado Travel Counts Survey Results

Erik Sabina, P.E. Deputy Director, DTD
June 4, 2026

Statewide Transportation Advisory Committee



A few survey facts/statistics

- CDOT and all MPOs contributed funding
- A full travel diary for each person
 - Between one and seven days
- Almost all responses via website or cell phone app
- Survey period - February 2024 - March 2025
- Additional long-distance survey for some households
- Recruited some households onboard Bustang/Snostang (75 completed households) and the Winter Park Express (69 households)

Total completed households	20,913
Total completed persons	47,828



Some “firsts” and other new things

- First statewide travel survey in Colorado
 - First data from the mountains and western slope
 - First data from the eastern plains
- First weekend survey data in Colorado
- First ski train survey data
- Some respondents used a survey cell phone app
 - Allowed multi-day data for the first time
- Data on e-bikes and micromobility
- Data on online shopping





A little bit about conducting surveys

- “Sample control” is crucial (but expensive)
- Its cheap just to put a link to a survey on the CDOT website
 - But you will almost certainly end up with “self-selection bias”
- The point:
 - We select the respondents, they don’t select themselves
 - We recruit respondents as randomly as possible
 - And as the survey goes along, we monitor respondent demographics
- One of my favorite survey conversations:
 - Once upon a time at a meeting about surveys, someone said “well, bad data is better than no data!”
 - And I responded “no, bad data is worse than no data, because it encourages you to think that false things are true”
 - And so I solidified my reputation as an arrogant nerd

And now, a few looks into the data!

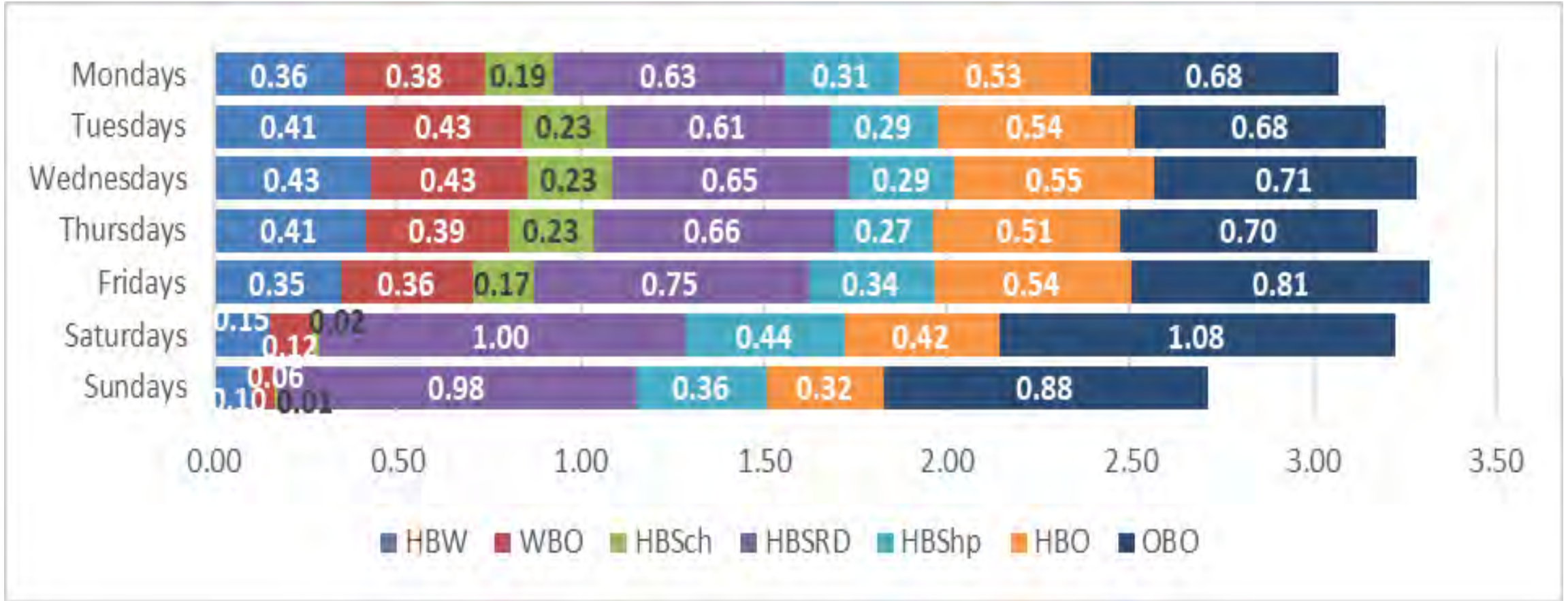


Geographic distribution of survey responses

Area	Completed Households	Households	Percent Households Complete	Households Per Complete
Front Range	14,827	2,036,169	0.73%	137
Mountains	3,729	226,882	1.64%	61
Eastern Plains	654	62,087	1.05%	95
Western Slope	1,811	104,282	1.74%	58



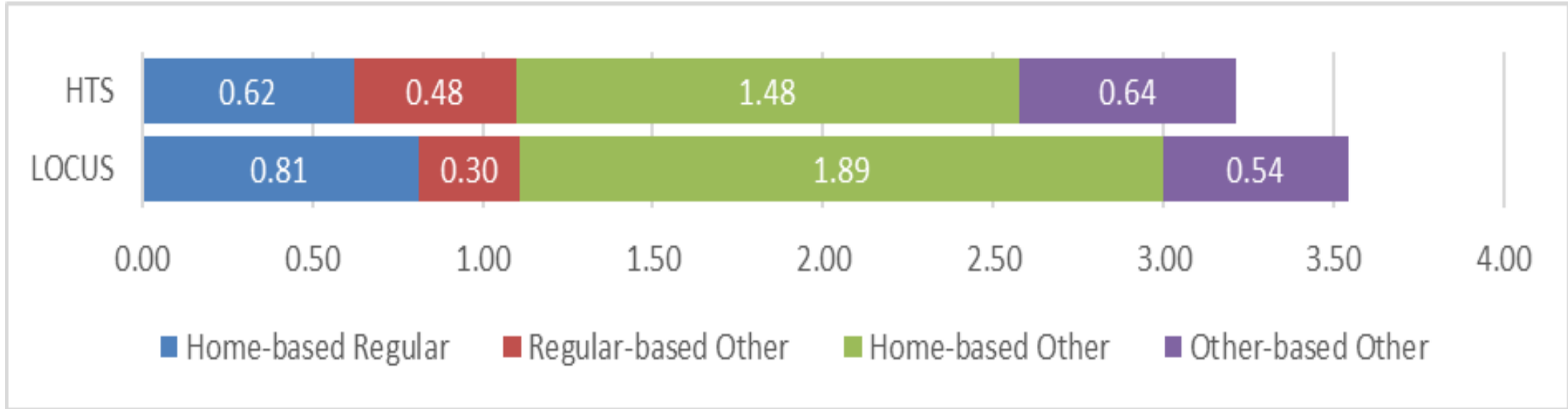
Trips per person by day of week



HBW - Home-based work; WBO - work-based other; HBSch - home-based school; HBShp - home-based shop; HBO - home-based other; OBO - other-based other.

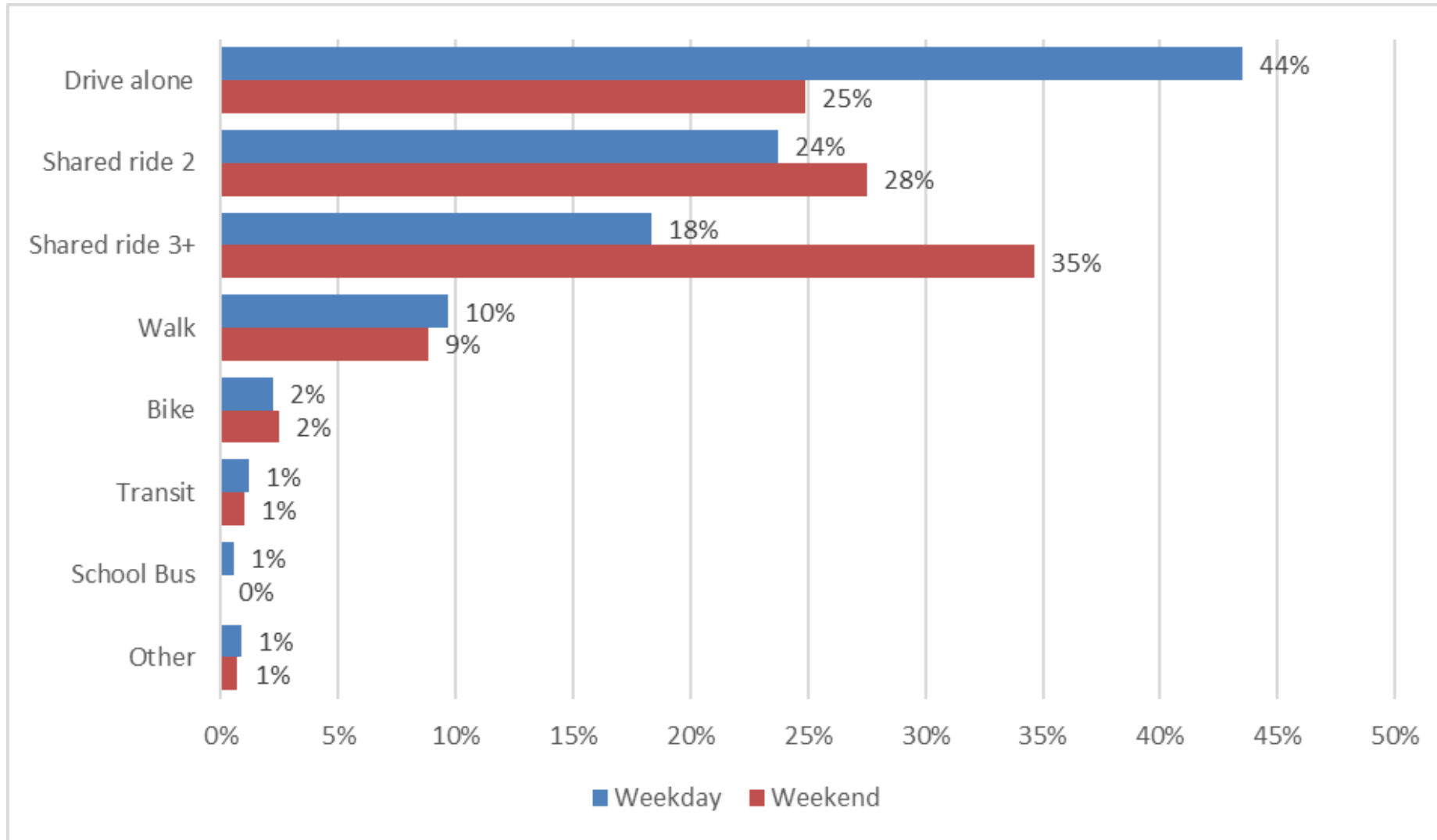


Locus "big data" compared to the survey



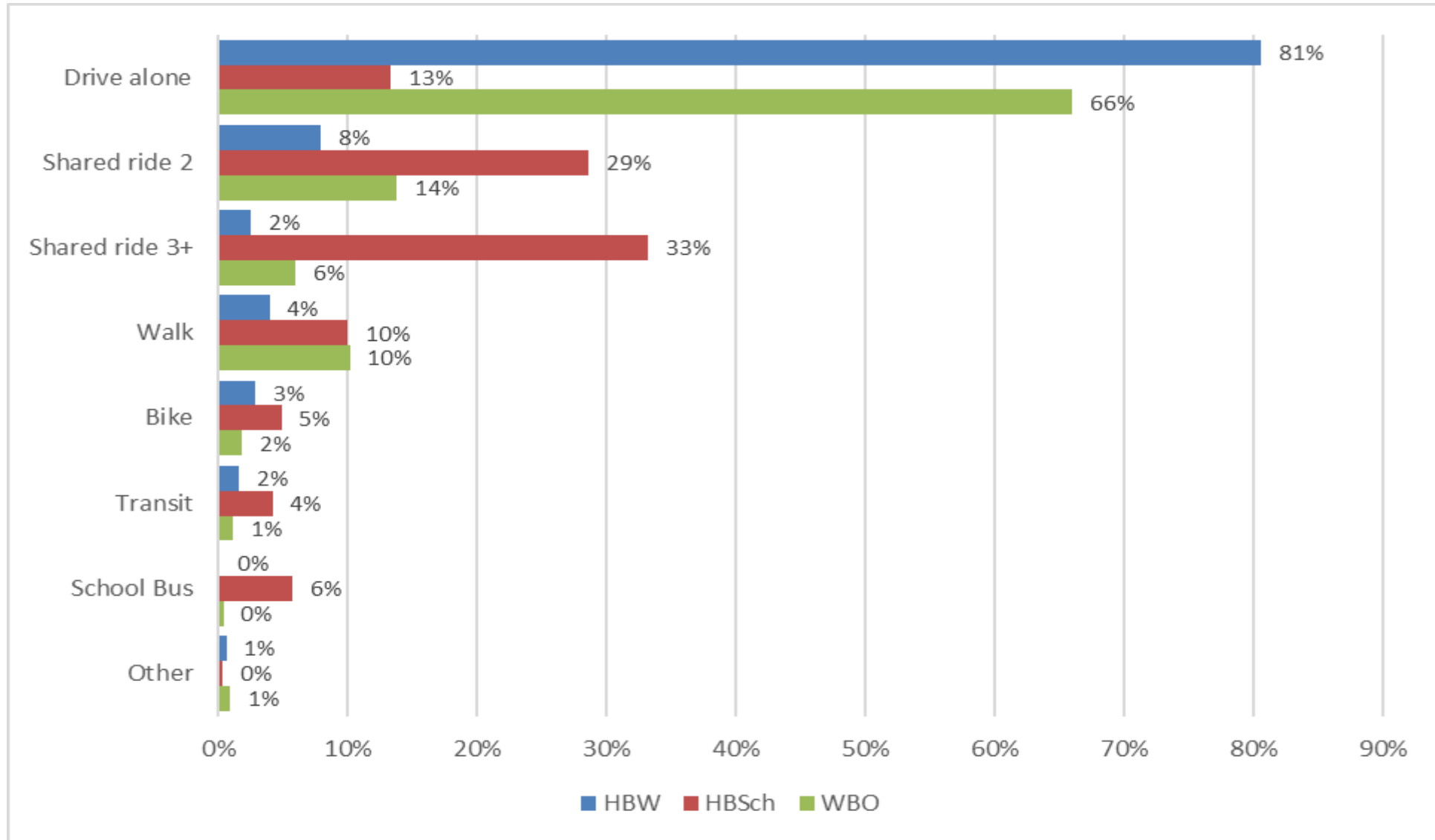


Mode shares: weekday, all trips



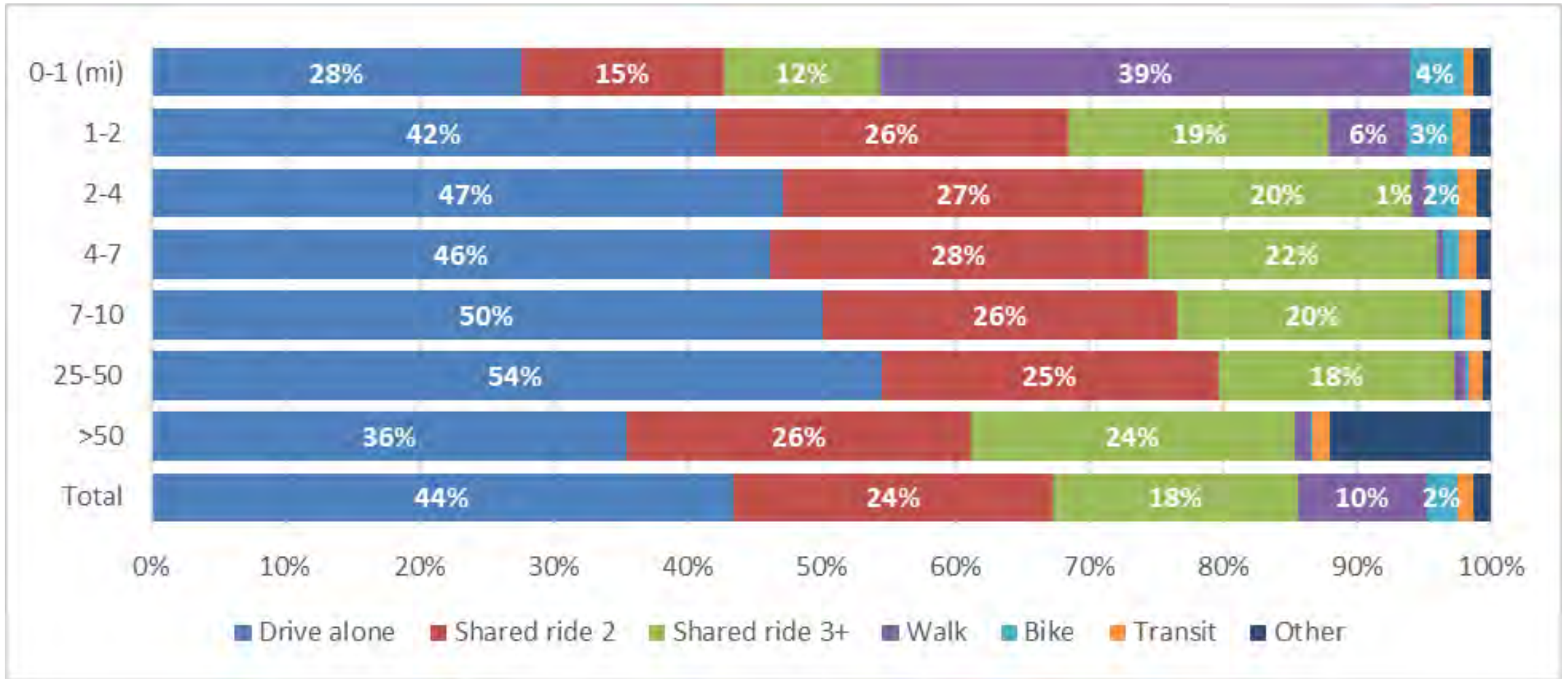


Mode shares: weekday, work and school





Mode shares by distance





Weekday tour type percent by person type

Person Type	HBW	HBSc	HBNM	WB	Partial
Child under 5	2	27	65	0	6
Child 5 - 15	1	48	43	0	8
Child 16 and 17	11	43	38	0	9
Univ. Student	25	21	35	2	17
Full-time Worker	38	1	47	4	9
Part-time Worker	26	2	61	2	8
Non-Worker 18-64	4	6	80	0	10
Non-Worker 65+	1	1	91	0	7
Other	6	7	74	1	12
Total	21	10	58	2	9

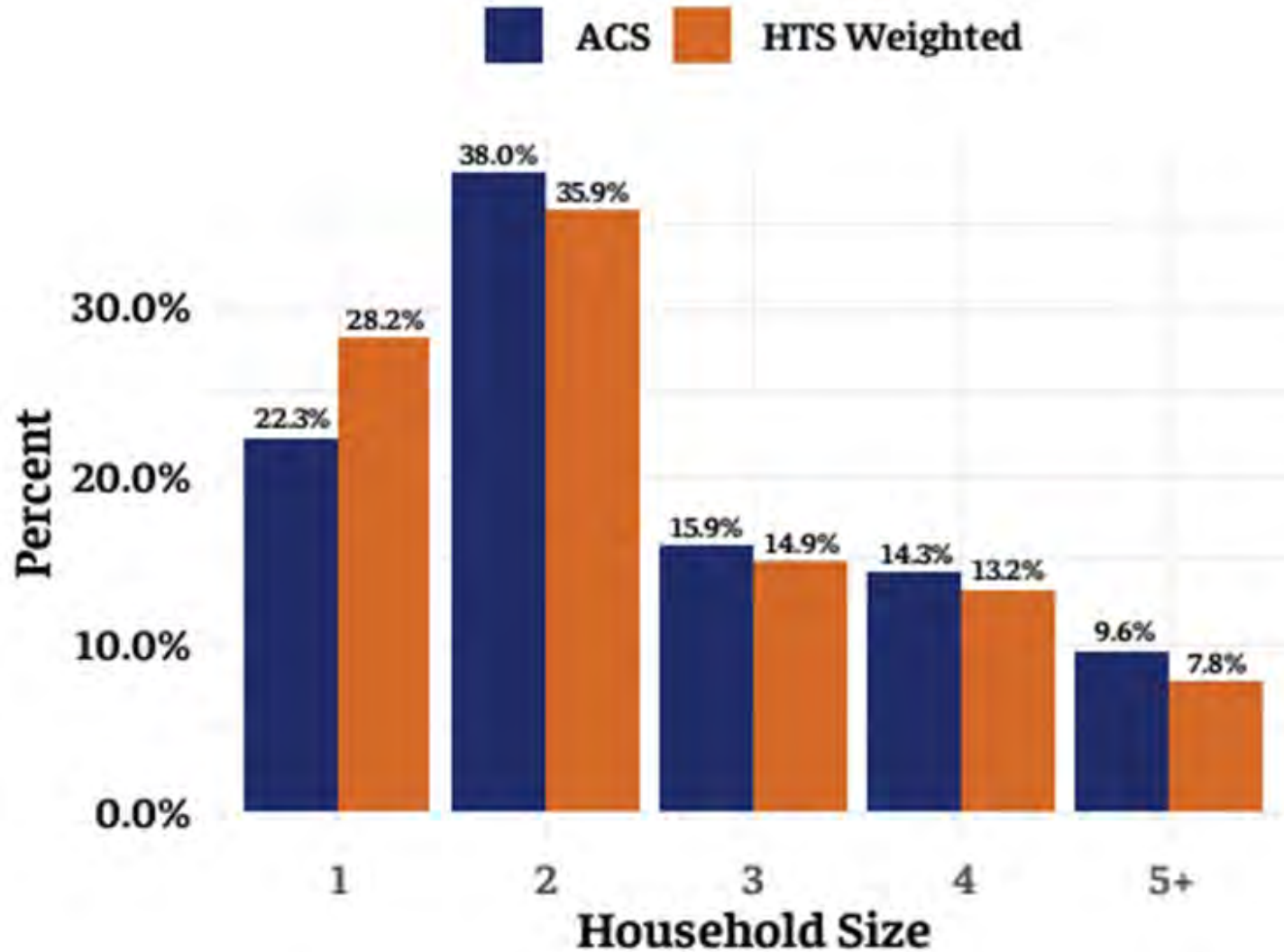


Weekend tour type percent by person type

Person Type	HBW	HBSc	HBNM	WB	Partial
Child under 5	1	1	89	0	10
Child 5 - 15	3	1	82	0	14
Child 16 and 17	5	7	80	0	9
Univ. Student	15	5	72	0	8
Full-time Worker	10	0	78	0	12
Part-time Worker	12	1	74	1	11
Non-Worker 18-64	4	1	82	0	13
Non-Worker 65+	1	0	89	0	10
Other	2	0	89	0	10
Total	7	1	80	0	12



Sample control example





Next steps

- All five MPOs now have the data for their area
- Initial evaluation of data quality occurred during the survey period
- More detailed evaluation is on-going at CDOT (and no doubt at the MPOs too)
- True in-depth understanding of the data will come as we use it
- Newer classes of data require the most review at this point (e.g., e-bike share, on-line shopping, etc.)
- CDOT's next big step is extending our weekday statewide model to cover weekends
 - Better support of projects in recreational corridors



Thank You!

Erik E. Sabina, PE

Deputy Director, Division of Transportation Development

Erik.Sabina@state.co.us



COLORADO

Department of Transportation

Division of Transportation Development

Office of Multimodal Programs
2829 W. Howard Place, 3rd Floor
Denver, CO 80204-2305

Memorandum

To: Statewide Transportation Advisory Committee (STAC)
From: Darius Pakbaz –Division of Transportation Development Director
Marissa Gaughan–Assistant Director for Multimodal Planning
Toby Manthey–Asset Management Program Manager
Anugya Mishra–Asset Management Modeling Analyst

Date: June 4, 2026

Subject: Overview of the Colorado Department of Transportation’s (CDOT) Transportation Asset Management (TAM) Program

Purpose

This memorandum provides an overview of the Colorado Department of Transportation’s Transportation Asset Management program.

Action

Informational only.

Background

CDOT’s Transportation Asset Management program focuses on asset preservation, rehabilitation, and replacement and does not fund projects that increase the capacity of Colorado’s transportation system. The program includes 12 asset classes: pavement, bridges, culverts, walls, tunnels, geohazards, signals, road equipment, buildings, rest areas, maintenance, and Intelligent Transportation System (ITS) devices.

The program’s core organizational structure and responsibilities are memorialized in the Transportation Commission’s Policy Directive 1609.0. To qualify for asset-management funding, individual asset programs must be able to demonstrate, with a quantified performance measure, the benefit of additional investment.

Functions of the TAM program include, but are not limited to:

2829 W. Howard Place Denver, CO 80204-2305 Phone 303-757-9011 codot.gov





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1. **Performance-based budget development:** To provide predictability to CDOT's Transportation Regions and to construction stakeholders, "planning" budgets for the assets are typically set four years in advance. This enables the development of the final year of CDOT's four-year program of asset management projects. In other words, knowing the planning budgets four years in advance gives CDOT staff the time to plan and design projects, and ensure that projects are ready for implementation when construction funding is allocated.

The staff budget recommendation is currently developed by an executive committee that includes the Executive Director, Deputy Director, Chief Engineer, Chief Financial Officer, the Regional Transportation Directors, and others. The committee is presented with funding and performance scenarios for 11 asset classes and decides on an appropriate allocation between classes. The committee considers how various budget levels for each asset class influence when CDOT is able to meet asset performance targets, including those in the Department's Policy Directive 14.0. After they are developed by staff, planning budgets are put before the Transportation Commission for adoption by resolution.

The annual budget for the 12 asset classes currently totals about \$880 million. However, more than half of that (in particular the Maintenance Levels of Service and Statewide Bridge and Tunnel Enterprise budgets) is set outside of the TAM budget-development process.

2. **Treatment list coordination:** The TAM program maintains a rolling four-year list of asset management treatments. A treatment may form a standalone construction project or may be bundled with other treatments into a larger project.
3. **Statutory compliance:** The TAM program helps ensure CDOT is meeting statutory requirements for asset management. This includes publishing a Transportation Asset Management Plan (TAMP) every four years, as required by federal statute. The most recent plan was published in spring 2023. The program also coordinates the development of models that may inform federally required targets for National Performance Measures for pavement and bridges.

The TAM program funds projects that help achieve and sustain a state of good repair for CDOT's existing assets at a minimum practicable cost. The program invests in treatments such as preventive maintenance, rehabilitations, and—in some cases—asset replacements or reconstructions.





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Division of Transportation Development

Because the program is not funded at a level that will achieve all the Department's performance goals, a backlog of "poor"-rated assets has developed. In addition to approving TAM budgets, the Transportation Commission from time to time has approved various ad hoc investments that have helped address this backlog, such as a \$65 million investment in culverts in 2024 and an \$80 million investment to address Low Drivability Life pavement in 2025.

CDOT's 10-Year Plan also has played a key role in recent years in funding investments to address the backlog—including investments in rural roads and other asset needs.

Appendix

Slide deck for the Statewide Transportation Advisory Committee's June 2026 meeting (attachment).

[TAM Policy Directive 1609.0.](#)





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Department of Transportation

Overview of Transportation Asset Management Program

June 4, 2026



Program History and Structure

Transportation Asset Management (TAM) Program

- Began in 2012 to implement more data- and performance-driven asset investments.
- Absorbed asset programs with dedicated annual funding; for example, pavement, bridges, maintenance, and intelligent transportation systems (ITS).
- Incorporated other asset classes that requested ad hoc funding from Transportation Commission.
- Maintains executive and working committees.

12 Asset Classes

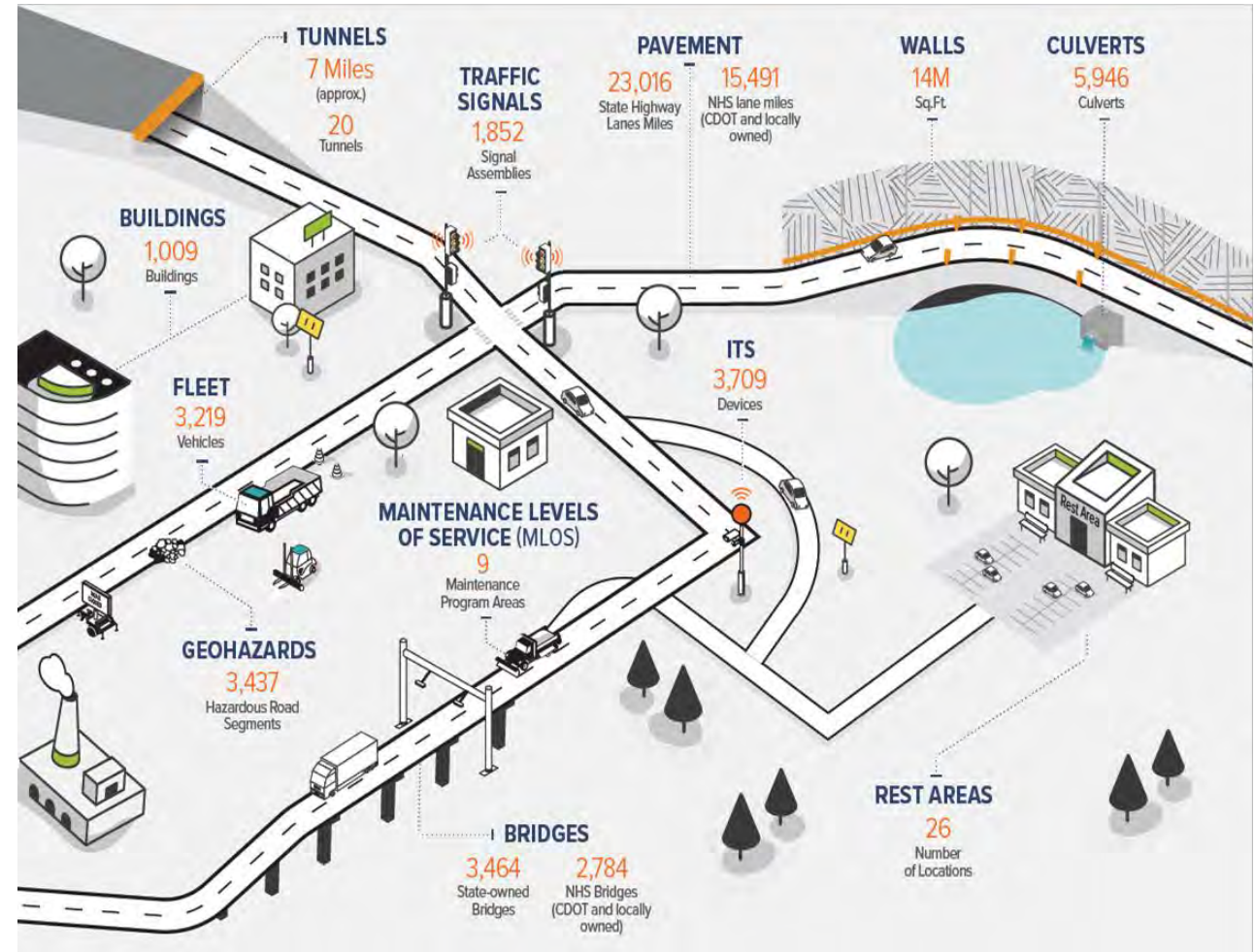
- Pavement
- Bridges
- Maintenance Levels of Service
- Road Equipment
- Buildings
- Culverts
- Tunnels
- Intelligent Transportation Systems
- Geohazards
- Walls
- Traffic Signals
- Rest Areas



Asset Management at CDOT

What is Asset Management?

- Asset management is about delivering the right projects for the right assets at the right times. It is about achieving the right mix of preventive maintenance, rehabs, and replacements.
- CDOT's asset management goal is to achieve and sustain a state of good repair for the Department's assets over their life cycles for the minimum practical cost.
- These approaches contrast with a "worst-first" approach, which simply replaces the worst assets without thought to treatments that extend asset life.





TAM Program Structure



Transportation
Commission

Approves budgets and policies.

Executive
Committee

Includes Executive Director, Deputy Director, Chief Engineer, CFO, Chief of Staff, DTD Director, RTDs and others.

TAM Working
Committee

Includes DTD TAM Program team and managers for 12 asset classes. Meets every two months.

TAM Briefings

Periodic briefings for Region Planners, Region Asset Managers and other staff.

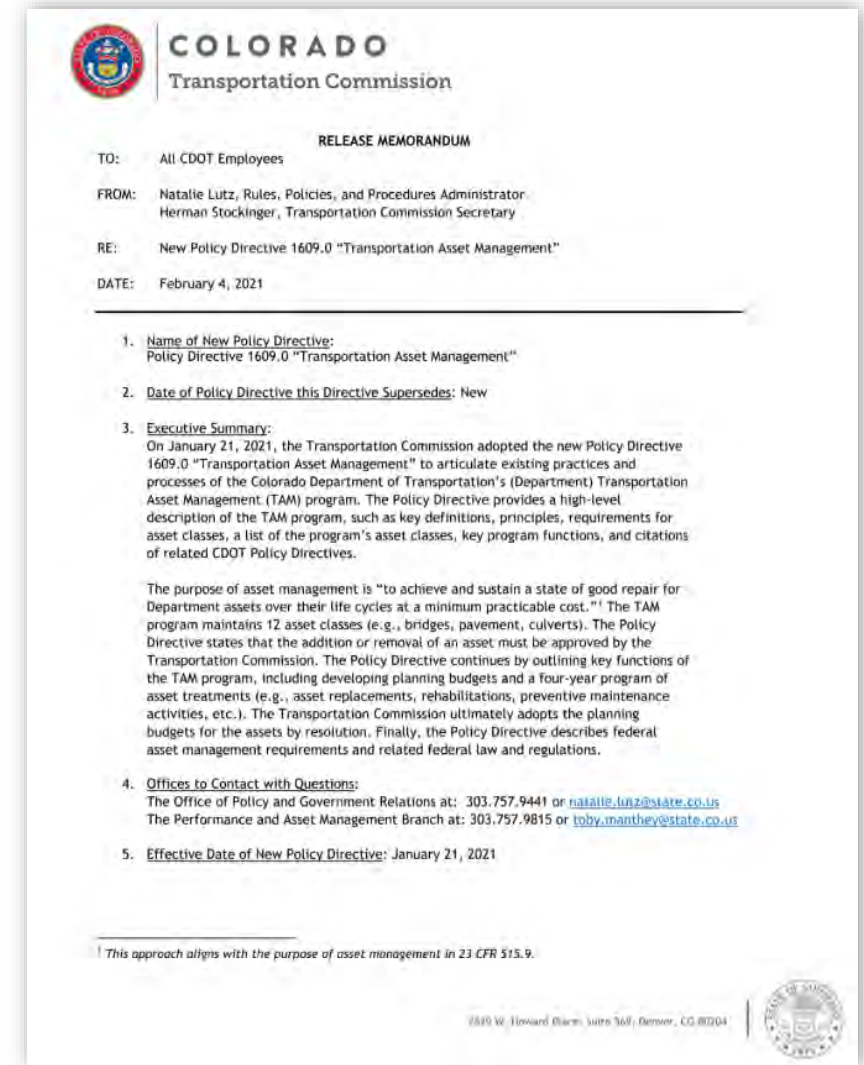


Asset Requirements

Policy Directive (PD) 1609.0, Transportation Asset Management, describes program principles and requirements that ensure the Department will stay committed to key asset-management practices.

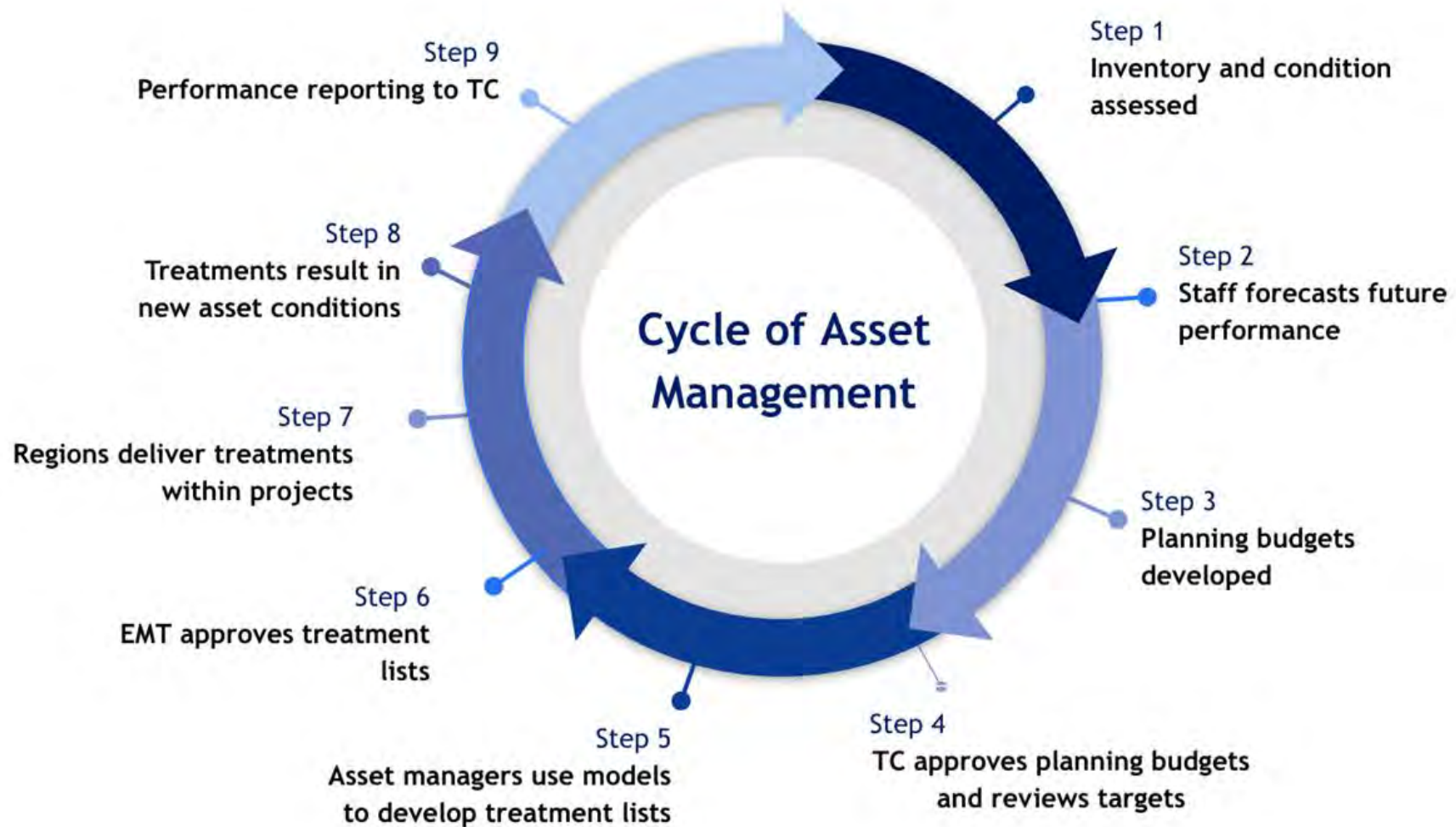
Asset classes must meet the following requirements:

- Maintain an inventory.
- Maintain a performance metric; for example, “Good,” “Fair,” and “Poor” condition ratings for bridges or letter grades for buildings.
- Provide a performance target.
- Maintain an asset model.
- Fund annual maintenance, preservation, rehab, and replacement activities – **not** expansion.





Annual Asset Management Process





Key Performance Measures and Targets

Asset Class	Performance Measure	Target	Current Performance
Pavement	Percentage of State Highway System with High or Moderate Drivability Life, by data-collection miles	≥ 80%	71%
Pavement	Percentage of Interstate Pavement in Poor condition, by lane miles	≤ 1%	2.3%
Bridges	Percentage of National Highway System bridge-deck area in Poor condition	≤ 5%	3.7%
Bridges	Percentage of State Highway System bridge-deck area in Poor condition	≤ 5%	4.2%
Maintenance	Maintenance Levels of Service grade for the State Highway System	B-	B
Buildings	Percentage of buildings at grade C or better	≥ 85%	49%
ITS	Average percentage of life expended for Intelligent Transportation Systems equipment	≤ 90%	94%
Fleet	Average percentage of life expended for fleet vehicles	≤ 75%	73%
Culverts	Percentage of culverts in Poor condition (rating of 4 or less)	≤ 5%	5.8%
Geohazards	Percentage of geohazard segments at risk grade B or better	≥ 85%	79%
Tunnels	Percentage of tunnel-network length in passing condition	≥ 75%	27%
Traffic Signals	Percentage of signal infrastructure in severe condition	≤ 2%	8%
Walls	Percentage of walls in Poor condition, by square feet	≤ 2.5%	4.6%
Rest Areas	Percentage of rest areas at grade C or better	≥ 90%	62%



TAM Program Functions

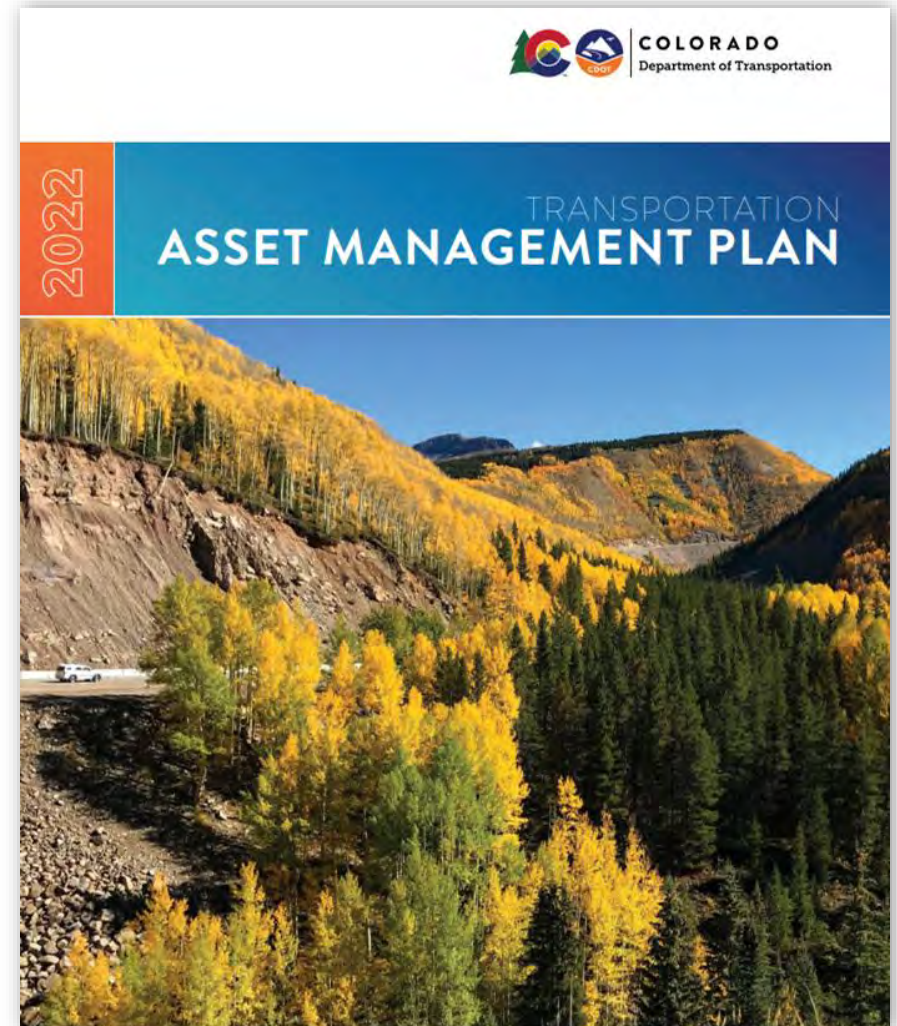
- Develop a “TAM Cap”— the total dollars dedicated to asset management each year.
- Coordinate a budget-setting workshop to determine appropriate distribution of asset-management funds to 11 asset classes. Budgets are informed by forecasts from Asset Investment Management System (AIMS) models.
- Develop four years of treatment lists that form the basis of asset management construction projects.
- Meet federal requirements for asset management, including:
 - Developing and implementing a Transportation Asset Management Plan (TAMP).
 - Developing asset models.
- Address resilience in the asset programs.





Transportation Asset Management Plan

- All Departments of Transportation (DOTs) are required to publish a risk-based Transportation Asset Management Plan (TAMP) every 4 years.
- CDOT's TAMP was approved by the Federal Highway Administration (FHWA) in 2023.
- The TAMP goes beyond the requirements by including 10 asset classes other than pavement and bridges.
 - 11-page executive summary that describes asset inventories, performance, goals, risk and funding needs.
 - Document includes asset management objectives, asset inventories and condition, project-selection processes, funding needs, life-cycle plans, asset threats and risk mitigation plans, revenue forecasts, performance forecasts, etc.
- Next update: March 2027.

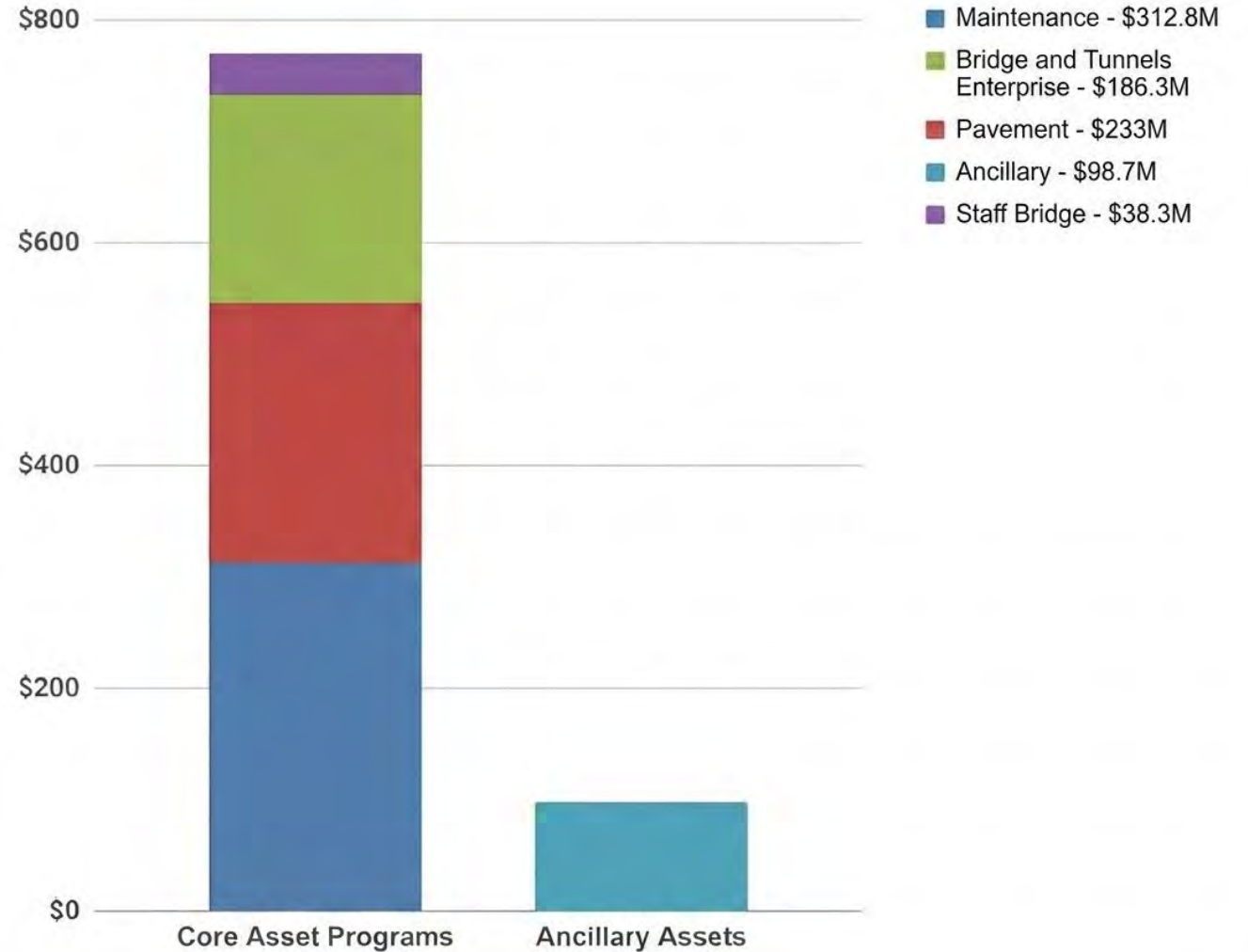




FY26 Asset Management Funding

\$870 Million Budget

- **Three core asset classes**—pavement, bridges, and maintenance—receive 89% of asset-management program funding.
- **Nine ancillary asset classes**, such as culverts, fleet, and traffic signals, receive 11%.





Asset Planning Budgets

- Per Policy Directive 1609.0, the Transportation Commission adopts planning budgets about four years in advance to facilitate the planning of construction projects.
- TC in late 2025 approved increasing funding to all asset classes for FY30 and FY31, except bridges and tunnels. These assets are receiving increased funding through the Bridge and Tunnel Enterprise (BTE).
- Asset classes (except bridges and tunnels) would increase by 6.2 percent in FY30, and another 2.3 percent in FY31.
- Base pavement budget will increase by \$14.5M in FY30 and \$6M more in FY31.

Planning Budgets				
Asset Class	FY28	FY29	FY30	FY31
Surface Treatment	\$233.0	\$233.0	\$247.5	\$253.3
Staff Bridge	\$38.3	\$38.3	\$38.3	\$38.3
Buildings	\$15.5	\$15.5	\$16.5	\$16.9
Culverts	\$8.2	\$8.2	\$8.7	\$8.9
Tunnels	\$9.8	\$9.8	\$9.8	\$9.8
ITS	\$16.6	\$16.6	\$17.6	\$18.0
Road Equipment	\$21.0	\$21.0	\$22.3	\$22.8
Geohazards	\$9.7	\$9.7	\$10.3	\$10.5
Walls	\$5.7	\$5.7	\$6.1	\$6.2
Traffic Signals	\$8.2	\$8.2	\$8.7	\$8.9
Rest Areas	\$4.0	\$4.0	\$4.2	\$4.4
Total Planning Budget	\$370	\$370	\$390	\$398

Related Funding	FY28	FY29	FY30	FY31
Maintenance	\$312.8	\$312.8	\$312.8	\$312.8
Bridge and Tunnel Enterprise (includes debt service)	\$213.9	\$215.6	\$220.5	\$225.2



Ad-Hoc Funding

The Commission has allocated additional funding to address the backlog of “poor” assets or to meet other performance needs.

Examples include:

- FY 26 Surface Treatment - \$80M
 - Low Drivability Life Pavement
- FY 24 Surface Treatment - \$12.9M
 - Strategic Poor Interstate Pavement
- FY 24 Culverts - \$65M
 - Poor culverts
- FY 24 Rest Areas - \$10M
 - Piñon Rest Area
- FY 23 Strategic Pavement - \$35M
 - Post-winter repairs (e.g., potholes), “Poor” Interstate project
- FY 23 Staff Bridge - \$15.5M
 - Various needs including fatigue cracks in steel structures





Roles: Asset Management vs. 10-Year Plan

TAM Program: Maintaining Assets

- Funds asset treatments to achieve and sustain a state of good repair for the network at minimum cost.
- Invests in preventive maintenance, rehabilitations, and (in some cases) asset replacement.
- Focuses on treatments that improve or maintain condition of existing assets—**not expansion**.

10-Year Plan: Fixing “Poor” Backlog and Enhancing the System

- Asset management funding is insufficient to maintain conditions and meet long-term targets.
- This has resulted in a backlog of “poor” assets.
- 10-Year Plan funding addresses backlog through the rural roads initiative, addressing poor pavement, etc.
- Also funds complex projects mixing new construction, asset management, and mobility and safety initiatives.





Questions?



Thank you!