



**COLORADO**

Department of Transportation

**Statewide Transportation Advisory Committee (STAC)**

This meeting will be hosted **virtually**

**March 5, 2026, from 8:30 AM to 11:15 AM**

**Agenda**

<b>Time</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
	Public Comment	Gary Beedy, STAC Chair
8:35 - 8:40	Approval of the February Meeting Minutes	Gary Beedy, STAC Chair
8:40 - 8:45	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:45 - 8:55	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
8:55 - 9:25	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:25 - 9:45	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:45 - 9:55	Break	
9:55 - 10:30	FY25-26 Final Annual Budget (Action Item) <ul style="list-style-type: none"> <li>An overview of the draft FY 2026-27 Final Budget Allocation Plan</li> </ul>	Jeff Sudmeier, CDOT Chief Financial Officer
10:30 - 10:50	Statewide Transportation Improvement Program (STIP) Update / Demonstration (Informational Update) <ul style="list-style-type: none"> <li>A demonstration of CDOT's new STIP software - Project Tracker</li> </ul>	Darius Pakbaz, Director, Division of Transportation Development
10:50 - 11:10	Bustang Overview and Financial Outlook (Informational Update) <ul style="list-style-type: none"> <li>An overview of Bustang's current and future financial projections</li> </ul>	Kay Kelly, Chief, Innovative Mobility
11:10 - 11:15	Other Items <ul style="list-style-type: none"> <li>Next STAC Meeting is April 2, 2026, and will be virtual.</li> </ul>	Gary Beedy, STAC Chair

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

# Statewide Transportation Advisory Committee (STAC) Meeting Notes

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

## Attendance:

Central Front Range: Leo Evans

Eastern: Gary Beedy

Denver Area: Jacob Riger

Grand Valley: Dana Brosig and Rachel Peterson

Gunnison Valley: Michelle Nauer

Intermountain: Brian Pettet

North Front Range: Liz Heid and Kristin Stephens

Northwest: Brian Cerkenik

Pikes Peak Area: John Liosatos

Pueblo Area: Wendy Pettit, Eva Cosyleon, and Ted Hernandez

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: N/A

Upper Front Range: Tim Malone

Southern Ute: Mandy Brown

Ute Mountain Ute: N/A

Federal Highway Administration: John Cater

Federal Transit Administration: Emma Belmont

Welcome and Introductions - Gary Beedy, STAC Chair

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

Public Comment

- There was no public comment in-person or online.

## Transportation Commission (TC) Report (Chair Gary Beedy)

- More information in [STAC Packet \(pp. 10-23\)](#)
- Federal Boulevard Bus Rapid Transit (BRT) Request for Alternate Delivery-Construction Manager/General Contractor (CMGC)
  - To request the TC to approve via resolution an alternative form of delivery Construction Manager/General Contractor (CMGC) for the Federal Boulevard BRT Project.
- Joint Workshop with CTIO 10-Year Plan Workshop
  - Staff is continuing the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 1, 2 and 4 project lists were featured at this workshop, showcasing how these projects focus on

- safety, road repair, and increased mobility options on Colorado's Front Range. No action was requested as this was a discussion item only.
- Refunding Certificates of Participation for HQ Building, 2026 Update
    - Inform Colorado Department of Transportation ("CDOT", or the "Department") Transportation Commission ("TC") on the prospective Refunding Certificates of Participation (COPs), Series 2026 ("Series 2026 COPs") issuance ahead of an approval request at the February TC meeting. No approval action is being requested this month.
  - FY 2026-27 Annual Budget Update
    - To provide an update on items related to the FY 2026-27 Annual Budget. No action was required at this time.
  - CDOT GHG Transportation Report
    - CDOT's FY 2027-2036 10-Year Plan must demonstrate compliance with the greenhouse gas (GHG) emissions reduction levels in 2 CCR 601-22, the GHG Transportation Planning Standard ("the Standard"). This workshop provided an overview of the compliance strategies outlined for CDOT to meet the required GHG emissions reduction levels. The acceptance by resolution of CDOT's GHG Transportation Report by the TC will be requested at the February 2026 Transportation Commission meeting.

## TPR Representatives and Federal Partners Reports

- **Central Front Range:** Leo Evans from the City of Canyon City being elected as the new chair and Eric Stone from Teller County as vice-chair.
- **Grand Valley:** A Board meeting on January 26th included a presentation on the 10-year plan and the adoption of regional targets for safety performance measures. They also discussed a TIP amendment and an update on the mobility hub. Community feedback was received regarding the relocation of the Grand Valley Transit and Busting Bus Stop at the Grand Junction Airport. Planning is underway for the "Cycle Safety Fest," which will combine motorcycle and bicycle safety discussions with a car show this year.
- **Greater Denver Area:** The Denver Regional Council of Governments (DRCOG) held two board meetings in January. The special board meeting on January 7th adopted the 2026 policy statement of state legislative issues, amended the 2026-2029 TIP, and made appointments to the Front Range Passenger Rail board of directors. Informational briefings were received on a regional housing strategy update and the Urban Land Institute's technical assistance programs, as well as recommended investment priorities for the 2020-2050 regional transportation plan. The regular board meeting on January 21st included an informational briefing from the regional transportation district's accountability committee, the adoption of fiscal year 2025 TIP project delays, and the adoption of the 2026 policy statement on federal legislative issues. The recommended investment priorities for the 2050 Regional Transportation Plan (RTP) and the Active Transportation Plan were also adopted. They also received a legislative preview for the 2026 session, discussed new legislative bills, and received additional briefings on the 10-year plan update and the potential expansion of DRCOG's metropolitan planning organization boundaries.
- **Gunnison Valley TPR:** met on January 8th for their STAC onboarding. Sue Hansen and Michelle Nauer were onboarded as the new chair and vice-chair for the Gunnison Valley TPR.

- **Intermountain TPR:** canceled their January meeting due to a lack of agenda items, with their next meeting scheduled for early April. They are currently processing many Better Utilizing Investment to Leverage Development (BUILD) grants for local communities.
- **North Front Range MPO:** Approved 2022-2026 safety performance measure targets, which are regionally specific. The Planning Council heard presentations from "Restore Our Roads" for a ballot measure. Received results from the CDOT Division of Transit and Rail (DTR) on a two-year transit planning study for the US34 corridor (Loveland to Greeley), noting the current lack of transit in that commuter corridor.
- **Northwest TPR:** Held their last meeting on January 15th with a short agenda. Discussed approving their 2050 Transit Plan, which is expected to be approved this week after receiving email edits.
- **Pueblo Area COG:** Selected new officers in January, with *Brett Boston* as board president. Welcomed three new counselors, including Ted Hernandez as the new STAC representative. Passed a resolution for regional safety performance measures. Heard from consultants working on their 2050 Long-Range Transportation Plan (LRTP), with draft chapters open for public comment until March 1st. Preparing to present a greenhouse gas report to the transportation commission on February 18th. Appointed Miles Lucero, Pueblo County Commissioner, as a new representative to the Front Range Passenger Rail Commission.
- **San Luis Valley TPR:** Not much to report as they don't meet until February 26th. The city and county of Alamosa are in the middle of an access control plan, causing "consternation" among some business owners.
- **South Central TPR:** Met on January 29th in Walsenberg. Elected *Commissioner Mitchell Wardell* as chair and Commissioner Felix Lopez (Las Animas County) as vice chair. Approved Fiscal Year (FY) 2030-2032 Regional Priority Program (RPP) funding. CDOT announced funding for CO12 repaving through Las Animas County. Starting the Raton Pass wildlife mitigation project with studies and initial construction. Heard the traffic study for Walsenberg US160 and 7th Street interchange.
- **Southeast TPR:** Met on January 28th and held officer elections, with the speaker as chair and Prowers County Commissioner Ron Cook as the STAC rep. Approved transit policies and RPP FY26 funding additions and RPP FY30-32. Awarded MMOF funding. Region 2 team is in the planning stages for the US50 planning grant, which includes design and construction of 12 passing lanes between Pueblo and the Kansas state line. The next TPR meeting is in April.
- **Southern Ute Indian Tribe (SUIT):** No updates to report for this meeting.
- **Upper Front Range TPR:** The last meeting had a short agenda. Tim Malone, Morgan County Commissioner, was elected chair for the Upper Front Range TPR. The next meeting is scheduled for March 5th. CDOT presented on Tuesday, February 3 about Phase 4, a resurfacing project on I-76 east of Brush from Brush to the County Line.
- **Eastern TPR:** No meeting held and nothing new to report this last month.
- **FHWA:** US Secretary of Transportation, Sean Duffy, has a new initiative called "Safe Roads," focusing on arterials where a large proportion of fatalities occur. More information is expected in the coming weeks.
- **FTA:** No updates to report.

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

- CDOT still has four (4) Grant Manager slots still open.
- Front Range Passenger Rail Service presented on its Development Plan.
- TRAC discussed its 5311 (FTA “Formula Grants for Rural Areas”) distribution process, which is important since “Colorado provides more rural transit rides than any other state in the U.S.” IMTPR asked to get more involved in this discussion, and CASTA asked its transit agencies to join their upcoming calls.
- Ann and Chair Beedy reminded TPRs to stay involved with their respective transit agencies.
- The Transit Access/Equity bill at the State Legislature has had its dashboard requirements removed. It hasn’t even been introduced yet, and CASTA and many of its smaller agencies hope that it doesn’t get introduced at all (too expensive and burdensome without much direct resulting benefit).

## Legislative Updates (Emily Haddaway & Katie Burkard)

### State

- CDOT supports [HB26-1065](#) (Transit and Housing Investment Zones) which is a Governor’s Priority bill and [SB26-026](#) (Weight for Vehicles with Child Restraint System).
- CDOT also supports [HB26-1076](#) (a transportation-related statute cleanup bill to refine text as needed).
- There is a growing number of data-sharing bills (e.g., Flock cameras, selling personal data, etc.).
- Monitoring: [HB 26-1086](#) (Adjust Subdivision Access to State Highway System) which allows developer subdivisions **without** access to state highway system. CDOT needs to learn more about this bill Introduced 02/02/2026 to determine its position regarding this bill.
- Emily thinks it will be a big year for safety bills.
- Emily will continue to share weekly State Legislature updates.

### Federal

- Congress passed the Consolidated Appropriations Bill (including Transportation funding), which ended a brief Federal Government shutdown.
- \$147M was allocated for community projects that are proposed by members of Congress.
- \$200M for commercial truck parking projects (in the form of grants) is included. Language in the funding will disallow Electric Vehicle infrastructure funding in the grant applications.

## 10-Year Plan Development Update - Regions 1 (Jessica Myklebust), 2 (Shane Ferguson), and 4 (Heather Paddock)

- Regional Transportation Directors Jessica Myklebust (Region 1), Shane Ferguson (Region 2), and Heather Paddock (Region 4) highlighted their respective 10-Year Plan projects.  
See the [February 2026 STAC Packet \(pp. 24-93\)](#) for more details.

### Discussion

- Elizabeth Relford (NFRMPO) asked that I-25 funding not be predicated on Bustang service.

- Jacob Riger of DRCOG asked if Bustang funding with respect to I-25 is a if-then (bustang funded then I-25 segments) or “and” (both projects get funded at the same time).
  - Herman responded it was categorized as “and”
- John Cater (FHWA) asked about the Fairplay Mobility Hub, which looks & works differently from (most) mobility hubs on Interstate highways.
  - Rural mobility hubs will be much more multimodal faceted instead of catering more towards Bustang buses.
- Due to recent changes at the federal level a question was raised regarding if there are any projects on the draft plan at risk of not being funded?
  - Jeff Sudmeier reminded STAC that all dollar amounts in these plans are based on projected revenues. The next federal transportation authorization bill will likely include higher dollar amounts, but is not certain at this point.
- South Central asked for the repaving project in Las Animas/ Huerfano Counties. Will Las Animas County paving start first?
  - Yes, Las Animas is starting first. Huerfano County was used as the example due to it being funded by RPP funds.
- Darius further showed how these projects fit into CDOT’s PD14 goals (Fix Our Roads, Advance Transportation Safety, and Sustainably Increase Transportation Choice), available funding, GHG compliance, and performance measurement goals.
- Next Steps include TC Workshops, Public Comment, and TC approval as early as March 2026.

## **PD 1601 Interchange Approval Process Update (Herman Stockinger and Medora Bornhoft) February STAC Packet (Page 94 - 115)**

- PD 1601 outlines approving new or modified interchanges on the interstate, freeway, or state highway system. It mandates Transportation Demand Management (TDM) requirements for certain types of proposals, and sets the *goal* that “TDM strategies should result in a 1-3% average traffic reduction.”
- This PD 1601 update will incorporate lessons learned over the past five years. The update process includes Intergovernmental Agreements (IGAs), System Level Study (SLS), National Environmental Policy Act (NEPA) approval, and MPO/TPR approval.
- Interchanges must connect to regionally significant roadways, a regionally significant publicly owned facility, or enhance system operations and safety.
- Elizabeth Relford (NFRMPO) thanked Region 4 for its help with clarifying the SLS process. “Essentially developers must assemble all documentation so communities can apply.”
- This update could provide better connections with the Greenhouse Gas (GHG) Planning Standard, note overlaps and distinctions between them, and offer strategies for each process.
- Dana Brosig (GVMPO) suggested removing TDM requirements from this PD: “it takes planning out of the MPO.” Elizabeth Relford (NFRMPO) agrees, and feels that this PD’s 3%-reduction requirement seems arbitrary. Jacob Riger (DRCOG, but speaking for himself) noted experiences with “good faith efforts” in rural edges of his region, and suggested more flexibility with this PD. The GHG rule

and other federal/state requirements might supersede this PD anyway. John Liosatos (PPACG) remembers TDM originally being a “goal” in this PD, but worries that this is changing into a requirement, and reiterated a preference for analyzing system-wide effects over interchange-specific impacts. Herman floated the idea of a point system instead of one-size-fits-all reduction requirements.

- Additional updates could include more clarifications, adding Level of Service (LOS) considerations, updating approvals of different proposal types, clarifying Average Daily Traffic (ADT) requirements, and better defining “connections” to the state highway system.
- Next Steps include additional clarification opportunities, draft review, further STAC discussion, TC action, and Executive Director approval. There are no specific timelines for this process yet.
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### **Transportation Alternatives Program (TAP) Update (Darius Pakbaz and Neysa Bermingham) [February STAC Packet](#) (Page 116 - 128)**

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

- DRCOG, NFRMPO, and PPACG already get 34.5% of Colorado’s TAP funds, 7.5% goes to the Regional Trails program, and this process will cover the remaining 58%.
- TAP-eligible projects can be for Bike/Ped, Environmental Mitigation, Historic/Scenic Activities, and Converting former Interstates into low-speed boulevards.
- Current call is planned for Fall 2026, with a schedule expected later this spring.
- Feedback from the 2023 round is leading to more local decision making for this round.
- “Neighborhood Centers (as approved by the Department of Local Affairs (DOLA)) were originally mentioned in the previous round, but will be considered even more in this round of TAP application reviews.
- DOLA monitors compliance with seven (7) of Colorado’s Strategic Growth laws, and will also be considered more in this round.

### **SB25-030 “Increase Transportation Choice to Reduce Emissions Inventory” Update (Medora Bornhoft) [February STAC Packet](#) (Page 131 - 139)**

- Medora provided reminders of local agencies sharing their respective Transit and Active Transportation projects (regardless of funding status) for this new statewide inventory.
- MPOs have already shared their projects (as required), and now TPRs are being asked (but not required) to share what they can.
- CDOT has already identified over 300 projects through regional and modal plans.
- TPRs are being requested to **submit projects by April 3**, CDOT finalizes this list by July 1, and reports findings to the Transportation Legislative Review Committee (TLRC) in October.

## **Other Business (Chair Gary Beedy)**

- “CDOT Highway Safety Improvement Program grant” applications are due February 20, 2026.
- Herman confirmed that CDOT is submitting some BUILD Grant applications.
- The next STAC meeting is scheduled for Thursday, March 5, 2026, 8:30 am (virtual only).

# Transportation Commission Meetings

## February 18-19, 2026

### Transportation Commission Workshop (TC) Notes

Wednesday, February 18, 2025 - 12:30 PM - 4:15 PM Workshops

#### **12:30 - 4:15 PM Attendance:**

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

#### **Joint TC/CTIO Workshop on I-70 Floyd Hill Project - Kurt Kionka, Jessica Myklebust, and Piper Darlington**

**Purpose and Action:** To update the TC on the progress of the I-70 Floyd Hill project and a planned project financing through the Colorado Transportation Investment Office (CTIO). No action is to occur this month. A second workshop is anticipated in March, with approval actions anticipated for April. Approval actions include approval of a financing parameters resolution by the CTIO Board, and approval of a credit support IAA between CTIO and CDOT (if applicable).

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 4-16).

#### **Discussion**

- Commissioner Ridder asked about outstanding bond issuances related to the project and whether the current proposal was the initial element.
- Piper Darlington confirmed that this would be the first CTIO-led bond issuance for Floyd Hill, noting an existing \$25 million loan for the Mountain Express lane (MEXL) eastbound and that BTE also has some bonds on the project.
- Commissioner Cook also inquired if the “fly-off rendering video” was available on the website, which was confirmed to be on CDOT's YouTube channel.
- Commissioner Cook sought clarification on whether the refinancing would provide \$105 million in new capital or only \$80 million, to which it was confirmed that it would be \$80 million.

## Joint TC/CTIO Workshop on Bustang Funding - Jeff Sudmeier, Kay Kelly, Paul DesRocher, and Emily Haddaway

**Purpose and Action:** To provide an overview of the Bustang Family of Services and give greater detail into Bustang's current and future financial projections. This is an Informational item only.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 17-34)

### Discussion:

- Commissioner Marcano challenged the way the funding table was presented, stating that no transportation system in the world actually covers its full costs, as transportation services like Bustang are a public service and serve the public good. He emphasized the importance of understanding the "true costs" of the service, and questioned the real benefit of Bustang beyond just costs, asking what the savings per rider are (e.g., no car usage, more discretionary income - due to not owning a car, no fuel/maintenance costs, time savings, safer environment). He also asked if CDOT tracks the "real public benefit" of the service.
  - Response: Paul DesRocher responded by saying it is hard to achieve a quantitative number, but added the benefits that Commissioner Marcano stated are true amongst other factors like GHG reduction.
- Commissioner Parsons asked what percentage of CTIO's budget would be absorbed by Bustang operational costs and when that level would "level off," acknowledging that the charts show "expanded growth deficits."
  - Response: Piper Darlington stated that they "don't know" the answers to the budget percentage and leveling off questions, as that analysis hasn't been done yet, but confirmed it would be part of future discussions.
- Commissioner Gutierrez had concerns about the "massive shift" and found it a "stretch" to use an enterprise's funding stream, set up for a specific purpose (surface infrastructure linked to fees by law), for something else 16 years later. He believed this would be a "tough sell" to the public, and agreed on the problem with one-time funding: "once you start a service, people become... you've got to continue it," which leads to the current bind. Gutierrez also stated that people don't understand how CTIO's budgeting works, noting that despite looking like "big dollars," most funds are "committed." in addition, the SB24184 congestion impact fee revenue is still undefined, and its allocation for rail projects Joint Service or Front Range Passenger Rail (FRPR) versus Bustang is unknown, and expressed concern that we might be "getting ahead of ourselves" and hoped for a "much more collaborative manner rather than holding projects hostage."
- Commissioner Hart thanked participants for the "first level of conversation," stating it accomplished its goal of identifying specifics, needs, and options for

addressing funding gaps by looking at potential revenue sources. He acknowledged the "very real challenges" but saw it as a "huge opportunity" for the state, and stressed the importance of finding a "sustainable pathway" for Bustang, which he believes is critical for Colorado's growth and mobility. A suggestion to focus on the "long-term vision" for the system, rather than getting caught in short-term challenges was raised. Support for a joint funding strategy was noted he believes a broader conversation on funding is necessary, as there is "never enough money" in the traditional CDOT world, and emphasized the success of Bustang as a "pilot program" and believes its popularity demonstrates a public desire for the service. the CTIO and TC should to work together to propose a "holistic solution". This problem may need legislative action as part of the solution.

- Commissioner Jones appreciated the presentation and "robust conversation," agreeing with much that was said. Jones acknowledged that "money is tight" but felt there's a "positive opportunity.", and stated that transit operations have long been "underfunded" in Colorado, noted that Bustang's popularity is a "consistent theme" at public meetings, and described the current phase as the "tough conversation about, okay, how do we do that?" Overall Commissioner Jones expressed her support and recognition of the 10 years of success with Bustang, and encouraged the conversation at CTIO, seeing the use of toll revenues for "overall performance of the corridor" as something to consider. She believes that increasing Bustang services on I-25, for example, would make the "transportation system overall work better."
  - Response: Director Lew stated it's not the end, nor the beginning, of the conversation, as "iterations of this dialogue for years" have occurred. Mentioned the "unsuccessful attempt" to change corridor language years ago as a prior foray into these discussions. Transit was always a mission of CTIO: the "original enabling statute for CTIO authorized use of transit revenue transit operations as a source of revenue." Lew acknowledged that the enabling statute was "imprecise," causing questions about scope. She also noted that other DOT's have been "building infrastructure on the transit side with toll revenue" for years and believes the conversation should evolve to focus on multimodal operation of the corridor, not just infrastructure and emphasizing balancing the needs of road users and transit users in the same corridor, ensuring "multiple points of what's needed." It is important to get road segments done efficiently while also figuring out how to run the "whole corridor". In terms of funding rail, this conversation could create clarity,
- Commissioner McLachlan observed regarding the pilot program's piece of Bustang : "It's kind of an experiment to see if it's working. And this (Bustang) is working." Bustang fits in to the climate (GHG) discussion well, and McLachlan supports Bustang due to the ridership strides it has made over the years.
- Chair Cook asked if we are affected by the loss of the \$10 Million dollar general fund transfer?
  - Response: Jeff Sudmeier, CDOT Chief Financial Officer, confirmed that if it's a "straight cut," it would "eliminate the MMOF funding stream" for

Bustang or "reduce it and increase the amount of the deficit." He stated that the JBC (Joint Budget Committee) was considering changing the MMOF distribution to hold that the Bustang revenue in place. Currently, about \$3.5 million annually goes to Bustang from the MMOF.

- Commissioner Parsons reiterated appreciation for Bustang and desire for its success, expressed concern about overall impacts, particularly to local transit, if Bustang receives MMOF funds while local transit doesn't. She advocated for a "holistic" conversation about how funding decisions (e.g., for Bustang vs. local transit) play out across the entire system, and noted that success not defined just by adoption (ridership) but by "sustainability."
- Chair Cook asked how long does it take to forward a bill to fund Bustang.
  - Response: Emily Haddaway explained that prior internal discussions around legislation for Bustang or transit didn't progress due to uncertainty about "political convergence" for another transit bill.
  - Stated that with current board (CTIO & CTE) discussions, there's a need for "more stakeholder discussions" to get initial opponents on board and to ensure stakeholder interest.
  - Clarified that any potential legislation would be "based around the concept of giving both boards flexibility to make decisions administratively," rather than a mandate.
  - Indicated that this flexibility would allow for future discussions and decisions without needing to return to the legislature for every detail.
  - Paul DesRocher responded to Commissioner Parsons concern about MMOF cuts not affecting Bustang by saying that local agencies now get more CTE grants which outways the MMOF cuts.
- Chair Cook wanted to reiterate support for Commissioner Marcano's notion of coming up with quantitative data on how Bustang is helpful to Colorado.
- Commissioner Bowman wanted to give her thanks for this presentation.

## Condemnation Authorization Request - RW-181, US6 & Wadsworth Interchange, Project 24948, US6 & Wadsworth Interchange, Region 1 - Keith Stefanik and Jessica Myklebust

**Purpose and Action:** Seeking TC approval to initiate and conduct condemnation proceedings. The project NHPP 0062-037, US6 & Wadsworth Interchange is necessary to reconstruct the existing cloverleaf interchange configuration to a tight diamond with a single loop, improving traffic flow and safety. This will include replacing the existing US-6 bridge, replacement of culverts, a water quality pond, multi-use paths, widened sections of Wadsworth, and installation of noise walls.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 35-52)

### Discussion:

- Commissioner Barrett asked if there was a minimum amount (of land) that would not need to be taken to commission
- Response: No, it seems like all have to go to the Commission. CDOT may have tried to change the statute before but it was easier just to go to commission each time.
- Chair Cook asked if the owner had been paying taxes on the property - it seems unlikely but maybe

## Budget Workshop

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

**Purpose and Action:** To review the draft FY 2026-27 Final Annual Budget Allocation Plan, set for adoption in March 2026. The Division of Accounting and Finance (DAF) is requesting that the TC review the draft FY 2026-27 Final Annual Budget Allocation Plan and provide feedback to the Department in preparation for the March 2026 meeting when the FY 2026-27 Final Annual Budget will be presented to the TC for adoption.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 53-80)

### Discussion:

- Commissioner Jones asked if the rollover funds were safe from being reallocated elsewhere in the legislative
  - Response: Most rollforward dollars are already allocated to specific funding sources, so it is difficult to reallocate them. If the dollars are in a vulnerable source they are more susceptible to not being “safe.”
- Commissioner Gutierrez asked if the Transit grants in line 61 of the budget could be used for Bustang
  - Response Jeff Sudmeier: No line 61 is reversed for local transit agencies; very little of that funding could be used for Bustang.
  - Follow up question: Can any safety funding be used for Bustang
  - Response: No, the specific safety funding pointed out is federal dollars so can't be reallocated.
- Line 99 should be SB-184 instead of SB-230
- Commissioner Marcano asked in light of the low snow season does the Division of Operations and Maintenance (DMO) have any extra funds available.
  - Response: DMO is spending the extra funds on repairing potholes and preparing for what could be a bad fire season (summer).

## **HQ Building Certificates of Participation (COP) Refunding - Jeff Sudmeier and Bethany Nicholas**

**Purpose and Action:** Inform the TC on the prospective Refunding Certificates of Participation, Series 2026 (“Series 2026 COPs”) issuance ahead of an approval request at the February TC meeting. In February 2026, the TC was asked to approve the Parameters Resolution associated with the issuance of the Series 2026 COPs to refinance the Department’s outstanding Series 2016 and Series 2017 COPs.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 81-93)

### **Discussion**

- No discussion occurred.

## **Bridge and Tunnel Enterprise (BTE) Workshop - Patrick Holinda and Katie Carslon**

### **Draft BTE FY 2026-27 Final Budget Allocation Plan**

**Purpose and Action:** This month, the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2026-27 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment. The Board is asked to review and comment on the FY 2026-27 Final Annual Budget Allocation Plan, and BTE staff will return next month seeking the Board’s approval and adoption of this budget.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 94-96)

### **Discussion**

- No substantial discussion occurred and questions were adequately answered at the end of the presentation.

## **BTE 8th Budget Supplement to FY 2025-26**

**Purpose and Action:** This month, the BTE Board of Directors (Board) is being asked to approve a budget supplement request for one project. Region 1 requests a budget supplement to fund the final design for the I-270 Critical Bridges (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) project. Staff requests Board approval of Proposed Resolution #BTE2, the eighth supplement to the Fiscal Year 2025-26 BTE budget.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 97-100)

## Discussion

- No substantial discussion occurred and questions were adequately answered at the end of the presentation.

## USDOT Better Utilizing Investments to Leverage Development (BUILD) Program Grant Match Funding

**Purpose and Action:** The Statewide BTE Board is being asked to approve the attached resolution to commit BTE state match funding for the 23rd Avenue Bridge Improvements Project being submitted for the Capital Projects category of the Federal Fiscal Year 2026 U.S. Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) discretionary grant opportunity. Staff request Board approval of Proposed Resolution #BTE3 to commit BTE state match funds for the Federal Fiscal Year 2026 USDOT BUILD discretionary grant opportunity.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 101-116)

## Discussion

- Chair Cook: asked if the investments to leverage development build grant match funding a part of the budget supplement as well?
  - Response- Patrick Holinda: It is not a budget allocation it is referred to as “a commitment in principle” if the grant is awarded then the BTE would come back to the Transportation Commission for approval.

## Fuels Impact Enterprise (FIE) Workshop - Darius Pakbaz

**Purpose and Action:** This workshop provided the TC a summary of the Final budget for Fiscal Year 2026-2027 for adoption by the Fuels Impact Enterprise Board of Directors (Board). The TC is being requested to adopt the Fiscal Year 2027 draft Budget, that was reviewed in November with adjustments requested by the Board of Directors.

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 117-133)

## Discussion

- No Discussion

## Hinsdale County Off Highway Vehicle (OHV) Permit - Jason Smith and Zane Znamenacek

**Purpose and Action:** Adopt a resolution in place of the previously approved TC 2018-07-17, TC 2021-03-10 and TC 2024-02-08 that will reflect a time extension of the resolution with generally the same terms as previously agreed upon with CSP, Hinsdale County and the Town of Lake City. TC 2018-07-17, TC 2021-03-10 and TC 2024-02-08 allowed CDOT to enter into an agreement with Lake City and Hinsdale County to allow OHV travel on a segment of Hwy 149. General terms of the agreement included:

- The route starts at MP 73.11 (Ocean Wave Dr) in Lake City and travels south to MP 69.85 (CR 30) with no deviations
- Total length of the project was about 3.26 miles
- The program lasted for the summer seasons (May through Sept) of 2019, 2020, 2021, 2022, 2023, 2024 and 2025
- A final report on the program was required of the applicants, Lake City and Hinsdale County

Hinsdale County and the Town of Lake City are requesting a time extension in this program for another ten years of implementation. Other terms in the resolution would remain the same as the past program, except for three items. The first is a shift in the timeframe for the program to slightly later in the year. Previously, the start and end dates have varied around the Memorial Day and Labor Day holidays, but this proposal would be from June 1 through Sept 30 of each year. This shift in dates better aligns with the demand period for OHV use. The second change would be to eliminate the requirement that Hinsdale County hire two seasonal law enforcement officers to enforce the Town and County ordinances related to OHV use. This term is no longer needed because the Hinsdale County sheriff's office has expanded to a sheriff, three additional full-time deputies, and two seasonal deputies during the summer. The sheriff's office will also be responsible for providing information on the rules and regulations of the program while on patrol. Lastly, CDOT Region 3 will require a new Special Use Permit for each of the ten years approved by TC. This will allow CDOT to keep control of the program

For more details regarding this workshop please see the [February 2026 TC Packet](#) (Pages 134-151)

### Discussion

- Director Lew wanted to know that she supported the program and with a less hands on approach in contrast with previous iterations of the program.

- Commissioner McLachlan wanted to congratulate Hinsdale County on the upward progression of this program throughout the years.
- Commissioner Ridder said he expects that other municipalities will follow suit in obtaining this exception and it maybe difficult to do that since it is such a unique situation.
  - Response: Jason Smith: Agreed with Commissioner Ridder's examination saying that, "there were no other opportunities," and for other communities there most likely will be.
- Commissioner Marcano wanted to clarify that an OHV is a vehicle that is not typically street legal.
  - Response: Jason Smith clarified that this is correct but most (if not all) vehicles have to follow the same parameters as a traditional vehicle.
- Chair Cook stated it was a great collaboration between Lake City and Hinsdale County and Commissioner Bowman echoed those comments.

## Adjournment

The TC Board Meeting was adjourned at approximately 4:19pm.

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

# Transportation Commission (TC) Board Meeting

**Thursday, February 19, 2026 - 9:00 AM**

## Call to Order, Roll Call

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

## Public Comments

Public Commenters YouTube Video [www.youtube.com/live/-Q5kXeeFbdI](https://www.youtube.com/live/-Q5kXeeFbdI) Timestamp 0:43 to 14:56.

Riley Warton, an employee of Arapahoe Community College, requested and stressed that CDOT needs to invest in better transit. He states he prefers taking transit and feels other (smaller) counties have better transportation and we now, due to people moving here from other states, have the opportunity to build great transit. Increase Transit Funding.

Ann imse, an Investigative Journalist, spoke on the following topics:

Wildfire Mitigation

## Funding for Highway 285 Expansion

- CDOT planned a four-lane US 285 from Conifer to Bailey 25 years ago, but it remains unfunded.
- The next small segment of this expansion is not slated to receive funding until 2031 or later within the 10-year plan.

Gerry Blasi, Rotary Wildfire Safety and Evergreen Fire Department urged support for wildlife mitigation along federal highways, particularly evacuation routes. Some of the federal highways are designated as “non survival” during a catastrophic event. Our forests are dense and overgrowing which could lead to quicker and more deadly wildfire. Gerry recommends fuel reduction and “thinning” of forests. This is, as he states, a public safety, economic, and transportation investment.

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 [heman.stockinger@state.co.us](mailto:heman.stockinger@state.co.us).

## Comments of the Chair and Commissioners

- Commissioner Jones: Expressed gratitude for public comments. Highlighted a tragic accident on I-25 and emphasized the importance of safety. Stressed the need to address the impact of climate change on transportation infrastructure. Expressed support for the Bustang transit system, noting its popularity in reducing congestion and providing transportation choice. She is confident that solutions will be found to continue its service, despite funding challenges.
- Commissioner McLachlan: Alamosa intersection miscommunication met with city officials with Region 5 RTD and had a production meeting and solution. Maybe: [this](#) could be a consideration. Excited for an underpass on 12th street in Durango. Noted a general concern for the dry climate.
- Commissioner Barrett: She wanted to thank the CDOT staff for hard work for preparing and presenting in Wednesday's workshop.
- Commissioner Parsons: She is really excited about the Fountain-Fort Carson transit circulator on the military base. It will start service in May. Highlighted the Fountain Fort This program, supported by a CDOT grant, could serve over 100,000 people across Fountain, Southeast Colorado Springs, Security, and Widefield, in an area prone to congestion. Commended Todd Evans (Deputy City Manager for Fountain) for leading the effort and recognized other partners including PPACG, Mountain Transit, Pikes Peak State College, CDOT Region 2 Regional Transportation Director, Shane Ferguson, and Scott Skinner.
- Commissioner Ridder: Would like more passing lane notifications signs (alerting people to passing lanes). Also wanted to give thanks to the CDOT Division of

Maintenance and Operations for their hard work (with various other projects) in a historic low snow year.

- Commissioner Bowman: She wanted to thank Region 3 for Proposed Resolution #6: Hinsdale County Off Highway Vehicle (OHV) Permit for travel on CO 149. Along with appreciation for Bustang, CDOT Staff, and both the rendering and progress on the I-70 Floyd Hill project.
- Commissioner Masters: Drew attention to the tragic number of fatalities on Colorado highways in 2025 and 2026, with nearly two people dying per day in 2025. Urged drivers to be more cautious, slow down, be aware of other drivers, and maintain distance in Colorado's "precarious" and unpredictable weather conditions (hail, heavy rain, etc.).
- Commissioner Hart: Echoed colleagues' comments on safety issues, climate change impacts, and wildfire mitigation. Emphasized the importance of considering the social benefits of transportation, beyond just technical or engineering aspects. Expressed interest in hearing about the CDOT budget for the upcoming fiscal year. Stressed the need for interagency cooperation in addressing climate change. Expressed gratitude for efforts to find money for Bustang and transit funding.
- Commissioner Gutierrez: He wanted to give kudos to Pikes Peak COG for the initiation of the transit circulator at Fort Carson. The Poudre River Trail will be completed this spring. The Weld county side of the trail was completed with only grants or private money.
- Commissioner Marcano: noted the need for more wildfire mitigation, and more transit use. His wife is a wheelchair user and frequently uses transit, he feels like RTD has frequent enough headways during the day but after 7pm it is more difficult due to the less frequent headways. Also noted that if Bustang service is reduced it will lead to more expense for roadway maintenance and more drivers on the road.
- Commissioner Cook: Safety, Crashes, wildfire mitigation. She echoes Terry Hart's comments and also would like to hear more feedback about the Marshall Fire. Furthermore, she went to the SMART Act hearing and wanted to acknowledge all the hard work that went into that.

## **Executive Director's Report - Shoshana Lew**

- Director Lew acknowledged that the current month had been particularly challenging due to the warm, dry, winter.
- The Smart Act hearing was highlighted as an important annual event, commending her team for their meticulous planning and successful execution and noted the recent winter conferences held across the state, which provided opportunities for teams to gather.
- There are ongoing legislative discussions, including the progress of the CDOT cleanup bill. She shared that Darius Pakbaz (DTD director) was invited to present to another state legislature in Oregon, indicating that other states are looking to Colorado for leadership.

- The positive outcome of the warm winter, is that more construction work can be completed, such as a resurfacing project in Empire.
- The siting of a maintenance facility in Routt County and related discussions are occurring to assure the TC and the public that CDOT is working closely with the County for an amicable resolution to ensure snowplows have the necessary space.

### **Chief Engineer's Report - Keith Stefanik**

- Keith found the Smart Act hearing to be a good setting for disseminating information and gathering feedback, which helps shape future initiatives.
- Yearly engineering conferences were highlighted as a valuable opportunity to meet with regional staff, gather feedback on how headquarters can support them, and discuss accomplishments, future plans, and lessons learned.
- It was announced that CDOT projects received three specific awards from CAPA this year, with two in Region 5 and one in Region 3. Additionally, Region 1 won "Best in Colorado" for an urban award (I-25 Central corridor paving project), and Region 5 won for a rural project (US 160 Treasure Falls). He congratulated the regions for these accomplishments.
- Keith participated in Winter Bike to Work Day and congratulated the DTD team for organizing a great event with strong participation.
- The next deployment of automated speed enforcement will begin on I-25 North in Segment 5, covering a four-mile corridor. The warning period starts March 1st, and violations will begin April 1st. This is CDOT's second such deployment.

### **CTIO Director's Report - Piper Darlington**

- Piper announced that the annual CTIO legislative report was published online on February 15th and provided to the transportation legislative review committee. It is a valuable resource for information on CTIO's programs, public-private partnerships, express lanes, and support for transit programs such as Bustang.
- Colorado (CTIO) received an "A" rating from the P3 bulletin, a trade group that tracks public-private partnership activity. This recognition highlights the state's broad enabling legislation for P3s and the successful transportation infrastructure projects delivered by CTIO and CDOT, such as US36 and Central 70.
- An update was provided on the expansion of the Denver Connector - the Globeville/Elyria-Swansea (GES) program to support the "GES connector," an on-demand ride service similar to Uber or Lyft. This service, a partnership with the City and County of Denver, addresses a gap in night and weekend coverage, especially for community members needing access to grocery stores and other services. The service has seen positive early results, with 100 passengers a day and two drivers in its first month.
- The advantages of CTIO's involvement in micromobility options was shared, as it allows for the collection of valuable data that can be shared with other agencies.

## **FHWA Report - John Cater**

- John stated that safety is a top priority for Federal Highway's, CDOT, and CDOT's chief engineer. He acknowledged that while the fatality rate per vehicle mile traveled has improved significantly over the last two decades, the number of fatal crashes is increasing. He outlined a comprehensive approach to safety, focusing on: Safer roads through better design and project completion He concluded by affirming the commitment to work with CDOT to improve innovation for both project delivery and safety, aiming to ensure everyone has a safe ride home.

## **STAC Report - STAC Chair, Gary Beedy**

- Gary started by talking about a presentation on the 10-year plan from Regions 1, 2, and 4.
- A significant topic was the briefing on Policy Directive 1601, which pertains to the interchange approval process. Concerns were raised that conflicts within this process are not being addressed quickly enough, leading to too many conflicts.
- They discussed the Transportation Alternatives Program (TAP), which provides federal funding to states for transit, bike, and sidewalk improvements.
- Senate Bill 25-030 was discussed; this bill aims to increase transportation choice transparency by creating a local agency inventory by collecting Active Transportation projects to create a database of transportation choice projects and therefore gaps in bike and pedestrian infrastructure.
- Beedy specifically commented on an accident on I-25 south of Pueblo caused by blowing dust. He highlighted that visibility can instantly drop to zero in such conditions and suggested using highway signage during high wind events to warn drivers to slow down before entering areas with blowing dirt.

## **Legislative Report - Emily Haddaway**

- Smart Act Hearing: She noted that the Smart Act hearing, held last month, generated many questions on transportation funding, rural roads, and CTIO activities. She felt the information presented was well-received

Joint Budget Committee (JBC) Update:

- The JBC figure setting meeting on February 6th resulted in MMOF not receiving the general fund transfer of \$10.5 million.
- The JBC also approved a staff recommendation to extend the roll-forward authority from three to six years.

#### Agency Supported Bills:

- HB26- 1076 (Statutory Cleanup Bill): This bill has passed the House and is quickly moving to the Senate
- HB26-1237 (Traffic Safety Modifications): Introduced recently, this bipartisan bill includes: Clarifying changes to traction law for two-wheel-drive vehicles An update to the statute regarding abandoned vehicles in the right-of-way The most significant change is amending 13 different titles to replace "accident" with the more neutral term "crash" throughout the statute, making the bill 60 pages long.
- HB26-1127 (Reporting After Fatal Car Crash): This bill emerged from a recommendation by the impaired driving task force and requires county coroners to report toxicology data from fatal crashes to CDOT on a quarterly basis. This aims to standardize and ensure timely reporting of data already provided annually

#### Other Legislative Items (CDOT Monitor):

- SB26035 (Increase of Traffic Violation Penalties): A bill related to passing lane issues in Commissioner Ritter's district
- Two bills were postponed indefinitely: "Adjust subdivision access to state highway system" and "Register and drive surplus military vehicles," both of which CDOT had concerns about.
- Ongoing conversations about Bustang funding
- Forthcoming legislation on wildlife crossings
- Chair Cook had a question about the Graduated Income Tax: Haddaway clarified that a proposed restructuring of Colorado's income tax to a graduated system is a ballot measure, not currently in the legislature, though it has passed the title board.

#### **Discuss and Act on Consent Agenda - Herman Stockinger**

- Proposed Resolution #1: Approve the Regular Meeting Minutes of January 15, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal Parcel 10REV-EX, US 285 EB On Ramp between Lincoln and Sherman, Englewood
- Proposed Resolution #4: Disposal Parcel 5-EX, Mancos Car Wash
- Proposed Resolution #5: Disposal Parcel E8, Park Avenue and I-25, Denver
- Proposed Resolution #6: Hinsdale County Off Highway Vehicle (OHV) Permit
- Proposed Resolution #7: MMOF Match Reduction Request, City of Fort Collins

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

**Discuss and Act on Proposed Resolution #8: Condemnation Authorization Request - RW-181, US 6 and Wadsworth Interchange, Project 24948, Region 1 - Jessica Myklebust**

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

**Discuss and Act on Proposed Resolution #9: HQ Building COP Refunding - Jeff Sudmeier**

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

**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, March 18-19, 2026.



# COLORADO

## Department of Transportation

### Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)

**From:** Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Deputy Chief Financial Officer

**Date:** March 5, 2026

**Subject:** Draft FY 2026-27 Final Annual Budget

#### Purpose

To review the draft FY 2026-27 Final Annual Budget Allocation Plan, set for adoption by the Transportation Commission (TC) in March 2026.

#### Action

No action is requested at this time.

#### FY 2026-27 Final Annual Budget

The total revenue available for allocation in the FY 2026-27 Final Annual Budget Allocation Plan for CDOT and the enterprises is \$2,300.7 million. The Final Budget under the TC's purview totals \$1,684.6 million, with the remainder subject to approval by the various enterprise boards. Since the Proposed Budget was adopted in November 2025, staff worked with division and region staff to finalize budget allocations which includes updating allocations with dedicated revenue sources to match the [FY 2025-26 Quarter 2 Revenue Forecast](#), reviewing division budget requests and building in approved changes (see the Decision Items section below), updating statewide common policies, etc.

The FY 2026-27 Final Annual Budget Allocation Plan includes the Revenue Allocation Plan, Spending Plan, and other budget appendices. The Revenue Allocation Plan and Spending Plan are included as attachments, and all materials can be found on [CDOT's website](#).

#### Changes from the Proposed Budget

Noteworthy changes from the FY 2026-27 Proposed Budget include the following:

- **Revenue adjustments to CDOT and Enterprises:** Total revenue available for allocation in the FY 2026-27 Final Budget was updated based on the latest revenue forecast, with changes impacting CDOT and four of the five enterprises. Overall revenue to CDOT was reduced by \$5.4 million which is the net impact of minor increases across multiple revenue sources, offset by a



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reduction to flexible FHWA funds within the CDOT budget. The FY 2026-27 Final Budget restores the full \$15.0 million annual FHWA transfer to the Bridge and Tunnel Enterprise (BTE) to assist with debt service payments on its Series 2019A and Series 2024B Senior Revenue Bonds. Pursuant to a 2010 MOU between CDOT and the BTE, CDOT contributes up to \$15 million annually in federal funds to the debt service associated with the 2010 BTE Build America Bonds issued to accelerate poor bridge replacement upon the initial creation of BTE. This action shifts \$7.0 million in revenue from CDOT to BTE.

- 10 Year Plan Project Lines (Lines 10, 19 and 46):** The total budget allocated for the 10 Year Plan for FY 2026-27 is \$142.7 million, which is a reduction of \$2.3 million from the Proposed Budget. Revenue sources to the 10 Year Plan include inflexible federal funds, such as PROTECT, Bridge Formula Program, Carbon Reduction, and 50% of the forecasted revenue to the National Highway Freight Program. The 10 Year Plan also includes \$6.0 million in remaining flexible federal funds. The total General Fund allocated to the 10 Year Plan is \$50.5 million pursuant to SB 25-257.

Of the total \$142.7 million allocated to the 10 Year Plan Projects lines, 10% is allocated to the Multimodal line (Line 46) and this amount is entirely from the General Fund transfer. Typically funds are allocated evenly between the Asset Management and Capital Mobility lines (Lines 10 and 19); however, for FY 2026-27 this will be done during the course of the fiscal year. Policy Directive (PD) 703.0 allows staff to transfer funds between 10 Year Plan lines to correspond to an approved project list, so funds may be balanced between asset management and capital mobility as approved projects are funded.

- Bustang (Line 48):** The Final Budget allocates \$14.4 million for Bustang operations in FY 2026-27, which includes SB 09-108 FASTER transit revenue, forecasted farebox revenue, and 15% of the forecasted revenue to the Multimodal Options Program Fund (MMOF) for FY 2026-27. Additionally, \$6.0 million of the General Fund transfer that was allocated to the 10 Year Plan Projects - Multimodal line (Line 46) is earmarked specifically for Bustang in FY 2026-27, for a total available budget of \$20.4 million to support the Bustang family of services. Funds will be transferred to the Bustang budget line in FY 2026-27.

Line Number	Budget Line	Amount	Revenue Source
48	Bustang	\$6.0 M	SB 09-108 FASTER transit
48	Bustang	\$4.4 M	Forecast Farebox Revenue
48	Bustang	\$4.0 M	15% MMOF Revenue
46	10 Year Plan Projects - Multimodal	\$6.0 M	General Fund transfer
n/a	Total Bustang Budget Available	\$20.4 M	n/a



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- **Agency Operations and Administration (Lines 66 and 67):** Allocations for statewide common policies were updated to align with the Governor’s revised budget for FY 2026-27 that was submitted to the legislature on January 2, 2026. More detail on this request can be found on the [Governor’s Office of State Planning and Budgeting website](#). Final allocations to Agency Operations and Administration are \$88.1 million and \$48.4 million, respectively. For Agency Operations, this is an increase of \$4.3 million or 5.1% over the final TC-approved budget for FY 2025-26. For Administration, this is a reduction of \$4.6 million or 8.7% less than the spending authority in the FY 2025-26 Long Bill (SB 25-206).

The legislature will continue the budget setting process for FY 2026-27, which will likely drive further changes to statewide common policies that impact the Agency Operations and Administration lines. If needed, the CDOT Annual Budget will be amended in July 2026 to address any changes, and to update the Administration budget to match the final spending authority for FY 2026-27 after the session concludes in May 2026.

### Estimated FY 2025-26 Roll Forwards

The Revenue Allocation Plan now includes estimated roll-forwards for FY 2025-26 to provide the complete budget that is available for planning and programming in FY 2026-27. For most programs, the estimated amounts are calculated using a straight-line projection methodology with year-to-date encumbrances through January 2026. The roll forward budget from FY 2025-26 that is available in FY 2026-27 is currently estimated at \$1,971.0 million, for a total FY 2026-27 budget of \$4,270.7 million for CDOT and the enterprises. This amount will be updated after the end of the fiscal year to reflect final year-end amounts. The majority of rolled forward funds are programmed and committed but have not yet been budgeted or encumbered in contracts. As projects proceed to advertisement later this fiscal year and into next fiscal year, funds will be budgeted and encumbered.

### Next Steps

- In March 2026, the TC will be asked to review and adopt the FY 2026-27 Final Annual Budget Allocation Plan.
- By April 15, 2026, staff will submit the FY 2026-27 Final Annual Budget Allocation Plan to the Governor’s Office and legislature, per statute.
- By June 30, 2026, the Governor will sign his approval of the FY 2026-27 Final Annual Budget Allocation Plan and the Budget will be available for expenditure when the new fiscal year begins July 1, 2026.



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## Attachments

Attachment A - Draft FY 2026-27 Revenue Allocation Plan

Attachment B - Presentation

Fiscal Year (FY) 2026 -27 Revenue Allocation Plan							
Line	Budget Category / Program	A. Rollforward from FY 2025-26*	B. FY 2026-27 Proposed Allocation Plan	C. FY 2026-27 Final Allocation Plan	FY 2026-27 Total Final Available Budget (A+C)	Directed By	Funding Source
<b>1</b>	<b>Colorado Department of Transportation (CDOT)</b>						
<b>2</b>	<b>Capital Construction</b>	<b>\$845.6 M</b>	<b>\$656.2 M</b>	<b>\$654.3 M</b>	<b>\$1,499.9 M</b>		
3	Asset Management	\$191.3 M	\$407.6 M	\$407.6 M	\$598.9 M		
4	Surface Treatment	\$100.0 M	\$233.0 M	\$233.0 M	\$333.0 M	TC	FHWA / SH / SB 09-108
5	Structures	\$50.0 M	\$63.4 M	\$63.4 M	\$113.4 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$6.8 M	\$27.3 M	\$27.3 M	\$34.1 M	TC	FHWA / SH
7	Geohazards Mitigation	\$4.0 M	\$9.7 M	\$9.7 M	\$13.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.5 M	\$6.5 M	\$6.5 M	\$7.0 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$30.0 M	\$67.6 M	\$67.6 M	\$97.6 M	TC / FR	FHWA
<b>11</b>	<b>Safety</b>	<b>\$137.6 M</b>	<b>\$123.2 M</b>	<b>\$123.4 M</b>	<b>\$261.0 M</b>		
12	Highway Safety Improvement Program	\$55.0 M	\$43.2 M	\$43.2 M	\$98.2 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.5 M	\$3.2 M	\$3.2 M	\$3.8 M	FR	FHWA / SH
14	Hot Spots	\$2.0 M	\$2.7 M	\$2.2 M	\$4.2 M	TC	FHWA / SH
15	FASTER Safety	\$70.0 M	\$66.9 M	\$67.7 M	\$137.7 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$10.0 M	\$7.2 M	\$7.2 M	\$17.2 M	TC	FHWA / SH
<b>17</b>	<b>Mobility</b>	<b>\$516.8 M</b>	<b>\$125.4 M</b>	<b>\$123.3 M</b>	<b>\$640.1 M</b>		
18	Regional Priority Program	\$55.5 M	\$50.0 M	\$50.0 M	\$105.5 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	\$432.3 M	\$62.8 M	\$60.7 M	\$493.0 M	SL	FHWA / SB 21-260
20	Freight Programs	\$28.9 M	\$12.6 M	\$12.6 M	\$41.5 M	FR	FHWA / SH / SL
<b>21</b>	<b>Maintenance and Operations</b>	<b>\$42.8 M</b>	<b>\$431.2 M</b>	<b>\$434.0 M</b>	<b>\$475.9 M</b>		
22	Asset Management	\$35.4 M	\$395.5 M	\$396.7 M	\$431.3 M		
23	Maintenance Program Areas	\$0.8 M	\$323.7 M	\$325.3 M	\$325.3 M		
24	Roadway Surface	\$0.0 M	\$43.1 M	\$37.2 M	\$37.2 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$25.1 M	\$27.3 M	\$27.3 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$8.9 M	\$14.8 M	\$14.8 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.5 M	\$5.8 M	\$5.8 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$5.0 M	\$5.1 M	\$5.1 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$107.5 M	\$111.5 M	\$111.5 M	TC	SH
30	Traffic Services	\$0.0 M	\$84.7 M	\$82.9 M	\$82.9 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$22.1 M	\$22.0 M	\$22.0 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$20.7 M	\$18.8 M	\$18.8 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$3.0 M	\$13.5 M	\$13.2 M	\$16.1 M	TC	SH
34	Property	\$0.0 M	\$22.8 M	\$22.7 M	\$22.7 M	TC	SH
35	Capital Equipment	\$31.6 M	\$23.4 M	\$23.6 M	\$55.2 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
<b>37</b>	<b>Safety</b>	<b>\$2.2 M</b>	<b>\$11.4 M</b>	<b>\$11.4 M</b>	<b>\$13.5 M</b>		
38	Strategic Safety Program	\$2.2 M	\$11.4 M	\$11.4 M	\$13.5 M	TC	FHWA / SH
<b>39</b>	<b>Mobility</b>	<b>\$5.2 M</b>	<b>\$24.4 M</b>	<b>\$25.9 M</b>	<b>\$31.1 M</b>		
40	Real-Time Traffic Operations	\$0.2 M	\$14.4 M	\$15.9 M	\$16.1 M	TC	SH
41	Intelligent Transportation System Investments	\$5.0 M	\$10.0 M	\$10.0 M	\$15.0 M	TC	FHWA / SH
<b>42</b>	<b>Multimodal and Mobility Programs</b>	<b>\$87.2 M</b>	<b>\$38.3 M</b>	<b>\$36.7 M</b>	<b>\$123.9 M</b>		
<b>43</b>	<b>Mobility</b>	<b>\$87.2 M</b>	<b>\$38.3 M</b>	<b>\$36.7 M</b>	<b>\$123.9 M</b>		
44	Innovative Mobility Programs	\$18.4 M	\$9.4 M	\$8.0 M	\$26.3 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$20.0 M	\$14.5 M	\$14.3 M	\$34.3 M	TC	FHWA / SB 21-260
47	Rail Program	\$10.6 M	\$0.0 M	\$0.0 M	\$10.6 M	SL	SL
48	Bustang	\$38.3 M	\$14.4 M	\$14.4 M	\$52.7 M	TC	SB 09-108 / Fare Rev. / SB 21-260
<b>49</b>	<b>Suballocated Programs</b>	<b>\$447.2 M</b>	<b>\$330.4 M</b>	<b>\$330.4 M</b>	<b>\$777.6 M</b>		
<b>50</b>	<b>Aeronautics</b>	<b>\$34.2 M</b>	<b>\$48.8 M</b>	<b>\$48.8 M</b>	<b>\$83.0 M</b>		
51	Aviation System Program	\$34.2 M	\$48.8 M	\$48.8 M	\$83.0 M	AB	SA
<b>52</b>	<b>Highway</b>	<b>\$184.7 M</b>	<b>\$151.4 M</b>	<b>\$151.4 M</b>	<b>\$336.1 M</b>		
53	Surface Transportation Block Grant - Urban	\$100.0 M	\$65.2 M	\$65.2 M	\$165.2 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$45.0 M	\$52.5 M	\$52.5 M	\$97.5 M	FR	FHWA / LOC
55	Metropolitan Planning	\$1.0 M	\$11.7 M	\$11.7 M	\$12.7 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$38.7 M	\$22.0 M	\$22.0 M	\$60.7 M	TC / FR	FHWA / SH / LOC
<b>57</b>	<b>Transit and Multimodal</b>	<b>\$228.2 M</b>	<b>\$130.2 M</b>	<b>\$130.2 M</b>	<b>\$358.4 M</b>		
58	Recreational Trails	\$1.2 M	\$1.6 M	\$1.6 M	\$2.8 M	FR	FHWA
59	Safe Routes to School	\$9.7 M	\$3.1 M	\$3.1 M	\$12.8 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$43.8 M	\$22.3 M	\$22.3 M	\$66.1 M	FR	FHWA / LOC
61	Transit Grant Programs	\$120.0 M	\$41.9 M	\$41.9 M	\$161.9 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$30.0 M	\$51.7 M	\$51.7 M	\$81.7 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$15.0 M	\$9.6 M	\$9.6 M	\$24.6 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$8.5 M	\$0.0 M	\$0.0 M	\$8.5 M	SL / TC	SB 21-260
<b>65</b>	<b>Administration &amp; Agency Operations</b>	<b>\$6.1 M</b>	<b>\$136.6 M</b>	<b>\$138.4 M</b>	<b>\$144.5 M</b>		
66	Agency Operations	\$4.7 M	\$86.7 M	\$88.1 M	\$92.8 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$48.2 M	\$48.4 M	\$48.4 M	SL	SH
68	Project Initiatives	\$1.4 M	\$1.7 M	\$1.9 M	\$3.3 M	TC	SH
<b>69</b>	<b>Debt Service</b>	<b>\$110.6 M</b>	<b>\$35.5 M</b>	<b>\$35.5 M</b>	<b>\$146.1 M</b>		
70	Debt Service	\$110.6 M	\$35.5 M	\$35.5 M	\$146.1 M	DS	SH

71	Contingency Reserve	\$61.3 M	\$21.7 M	\$15.0 M	\$76.3 M		
72	Contingency Fund	\$21.1 M	\$15.0 M	\$15.0 M	\$36.1 M	TC	FHWA / SH
73	Commission Reserve Funds	\$40.2 M	\$6.7 M	\$0.0 M	\$40.2 M	TC	FHWA / SH
74	Other Programs	\$42.2 M	\$40.2 M	\$40.3 M	\$82.5 M		
75	Safety Education	\$31.0 M	\$20.2 M	\$20.3 M	\$51.3 M	TC / FR	NHTSA / SL
76	Planning and Research	\$1.5 M	\$18.6 M	\$18.6 M	\$20.1 M	FR	FHWA / SH
77	State Infrastructure Bank	\$9.7 M	\$1.4 M	\$1.4 M	\$11.1 M	TC	SIB
78	<b>Total - CDOT</b>	<b>\$1,643.0 M</b>	<b>\$1,689.9 M</b>	<b>\$1,684.6 M</b>	<b>\$3,326.7 M</b>		
79	<b>Colorado Bridge &amp; Tunnel Enterprise (BTE)</b>						
80	Capital Construction	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M		
81	Asset Management-BTE	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M		
82	Capital Construction-BTE	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M	BTE Board	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M		
84	Asset Management-BTE	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M		
85	Maintenance and Preservation	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M	BTE Board	SB 09-108
86	Administration & Agency Operations	\$2.0 M	\$2.2 M	\$2.6 M	\$4.6 M		
87	Agency Operations-BTE	\$2.0 M	\$2.2 M	\$2.6 M	\$4.6 M	BTE Board	SB 09-108, SB 21-260
88	Debt Service	\$0.7 M	\$78.3 M	\$78.3 M	\$79.0 M		
89	Debt Service-BTE	\$0.7 M	\$78.3 M	\$78.3 M	\$79.0 M	BTE Board	FHWA / SH
90	<b>Total - Bridge &amp; Tunnel Enterprise (BTE)</b>	<b>\$35.2 M</b>	<b>\$199.2 M</b>	<b>\$207.0 M</b>	<b>\$242.2 M</b>		
91	<b>Colorado Transportation Investment Office (CTIO)</b>						
92	Capital Construction	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M		
93	Mobility	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M		
94	Capital Construction-CTIO	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M	CTIO Board	Tolls / Managed Lanes Revenue
95	Maintenance and Operations	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M		
96	Asset Management	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M		
97	Express Lanes Operations	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M	CTIO Board	Tolls / Managed Lanes Revenue
98	Multimodal and Mobility Programs	\$63.9 M	\$57.9 M	\$55.8 M	\$119.7 M		
99	Rail Projects	\$63.9 M	\$57.9 M	\$55.8 M	\$119.7 M	CTIO Board	SB 24-230
100	Administration & Agency Operations-CTIO	\$12.3 M	\$25.8 M	\$7.8 M	\$20.1 M		
101	Agency Operations-CTIO	\$12.3 M	\$25.8 M	\$7.8 M	\$20.1 M	CTIO Board	Tolls / Fee for Service / SB 24-230
102	Debt Service-CTIO	\$0.0 M	\$23.0 M	\$23.0 M	\$23.0 M		
103	Debt Service-CTIO	\$0.0 M	\$23.0 M	\$23.0 M	\$23.0 M	CTIO Board	Tolls / Managed Lanes Revenue
104	<b>Total - Colorado Transportation Investment Office (CTIO)</b>	<b>\$243.2 M</b>	<b>\$255.2 M</b>	<b>\$251.6 M</b>	<b>\$494.8 M</b>		
105	<b>Clean Transit Enterprise (CTE)</b>						
106	Suballocated Programs	\$20.0 M	\$101.6 M	\$101.1 M	\$121.1 M		
107	Transit and Multimoda	\$20.0 M	\$101.6 M	\$101.1 M	\$121.1 M		
108	Zero Emissions Transit Grant Program	\$20.0 M	\$15.4 M	\$12.5 M	\$32.5 M	CTE Board	SB 21-260
109	Local Transit Operations Formula Program	\$0.0 M	\$75.4 M	\$78.1 M	\$78.1 M	CTE Board	SB 24-230
110	Local Transit Grant Programs	\$0.0 M	\$10.8 M	\$10.5 M	\$10.5 M	CTE Board	SB 24-230
111	Multimodal and Mobility Programs	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M		
112	Mobility	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M		
113	Rail Grant Program	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M	CTE Board	SB 24-230
114	Administration & Agency Operations	\$0.0 M	\$2.7 M	\$2.8 M	\$2.9 M		
115	Agency Operations-CTE	\$0.0 M	\$2.7 M	\$2.8 M	\$2.9 M	CTE Board	SB 21-260/SB 24-230
116	Contingency Reserve	\$0.0 M	\$1.3 M	\$1.3 M	\$1.3 M		
117	Contingency Reserve-CTE	\$0.0 M	\$1.3 M	\$1.3 M	\$1.3 M	CTE Board	SB 21-260
118	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
119	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTE Board	SB 21-260
120	<b>Total - Clean Transit Enterprise (CTE)</b>	<b>\$20.0 M</b>	<b>\$127.1 M</b>	<b>\$126.0 M</b>	<b>\$146.1 M</b>		
121	<b>Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>						
122	Suballocated Programs	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M		
123	Mobility	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M		
124	NAAPME Projects	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M	NAAPME Board	SB 21-260
125	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.5 M	\$0.5 M		
126	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.5 M	\$0.5 M	NAAPME Board	SB 21-260
127	Contingency Reserve	\$0.2 M	\$0.0 M	\$0.0 M	\$0.2 M		
128	Contingency Reserve-NAAPME	\$0.2 M	\$0.0 M	\$0.0 M	\$0.2 M	NAAPME Board	SB 21-260
129	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
130	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPME Board	SB 21-260
131	<b>Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>	<b>\$26.2 M</b>	<b>\$17.4 M</b>	<b>\$15.8 M</b>	<b>\$41.8 M</b>		
132	<b>Fuels Impact Enterprise (FIE)</b>						
133	Suballocated Programs	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M		
134	Highway	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M		
135	Fuels Impact Grants	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M	FIE Board	SB 23-280
136	Administration & Agency Operations	\$0.0 M	\$0.1 M	\$0.3 M	\$0.3 M		
137	Agency Operations-FIE	\$0.0 M	\$0.1 M	\$0.3 M	\$0.3 M	FIE Board	SB 23-280
138	Contingency Reserve	\$0.1 M	\$0.0 M	\$0.0 M	\$0.1 M		
139	Contingency Reserve-FIE	\$0.1 M	\$0.0 M	\$0.0 M	\$0.1 M	FIE Board	SB 23-280
140	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
141	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIE Board	SB 23-280

142	Total - Fuels Impcat Enterprise (FIE)	\$3.4 M	\$15.8 M	\$15.8 M	\$19.2 M		
143	Total - CDOT and Enterprises	\$1,971.0 M	\$2,304.6 M	\$2,300.7 M	\$4,270.7 M		

\* Roll forward budget is budget from a prior year that hasn't been committed to a project or expended from a cost center prior to the close of the fiscal year.

Key to Acronyms:  
 AB = Aeronautics Board  
 BEB = Bridge Enterprise Board  
 CTB = Clean Transit Board  
 DS = Debt Service  
 FR = Federal  
 HPTEB = High Performance Transportation Enterprise Board  
 LOC = Local  
 M = millions in dollar amount  
 NAAPMEB = Nonattainment Area Air Pollution Mitigation Enterprise Board  
 SA = State Aviation  
 SB = Senate Bill  
 SH = State Highway  
 SIB = State Infrastructure Bank  
 SL = State Legislature  
 TC = Transportation Commission



**COLORADO**

Department of Transportation

# Statewide Transportation Advisory Committee Draft FY 2026-27 Final Annual Budget



# Agenda

## Fiscal Year (FY) 2026-27 Final Annual Budget Allocation Plan:

- FY 2026-27 Sources and Uses
- FY 2026-27 Final Budget Allocation Plan
  - Narrative and Appendices
  - Revenue Allocation Plan
  - Spending Plan
- Changes from Proposed Budget
- Estimated FY 2025-26 Roll Forwards
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel



# Sources of CDOT and Enterprise Revenue FY 2026-27

## Colorado Transportation Investment Office

\$251.6 million - 10.9%

Tolling and managed lane revenue, Congestion Impact fee

## Bridge & Tunnel Enterprise

\$207.0 million - 9.0%

Bridge Safety surcharge, Bridge and Tunnel Impact fee, Retail Delivery fee

## Clean Transit Enterprise

\$126.0 million - 5.5%

Retail Delivery fee, Oil and Gas Production fee

## Nonattainment Enterprise

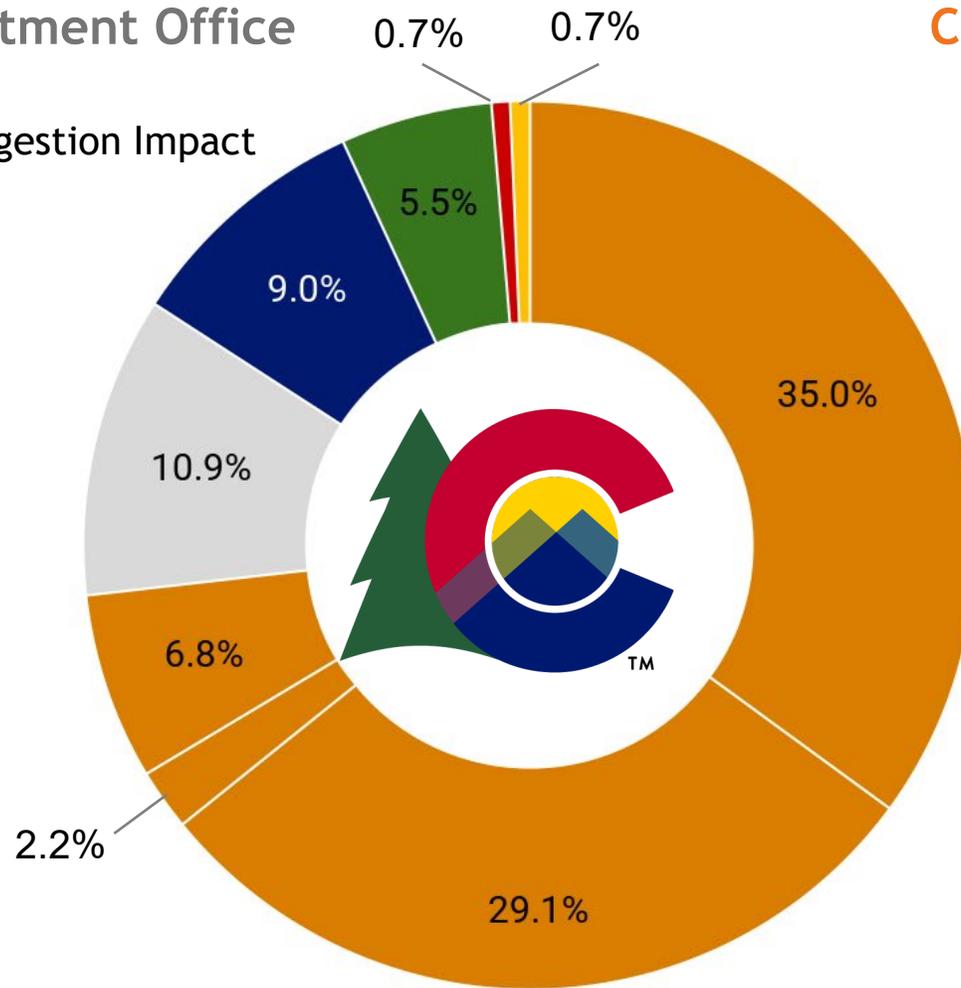
\$15.8 million - 0.7%

Retail Delivery fee, Rideshare fee

## Fuels Impact Enterprise

\$15.8 million - 0.7%

Fuels Impact Reduction fee



**\$2,300.7M CDOT + Enterprises**

## CO Department of Transportation

\$1,684.6 million - 73.2%

## Federal Programs

\$806.3 million - 35.0%

18.4 cents per gallon paid at the pump, Federal General Fund

## Highway Users Tax Fund

\$670.2 million - 29.1%

Fuel taxes and fees, vehicle registrations, FASTER fees, Retail Delivery fee

## General Fund

\$51.0 million - 2.2%

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

## Other State Funds

\$157.0 million - 6.8%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue



# Uses of CDOT Funding FY 2026-27

## Multimodal and Mobility Services

\$113.2 million - 4.9%

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail Program, Bustang

## Administration and Agency Operations

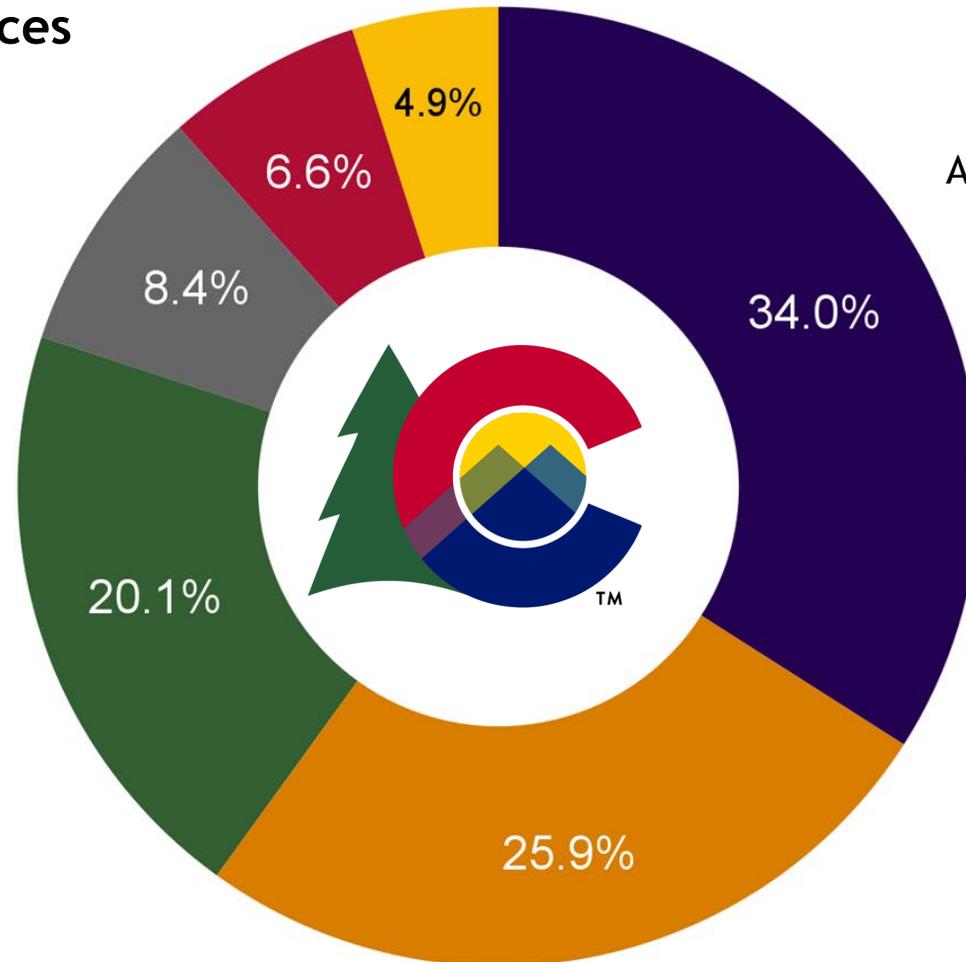
\$152.5 million - 6.6%

Appropriated Administration budget, agency operations and project initiatives

## Other Programs, Debt Service, Contingency Funding

\$193.3 million - 8.4%

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



## Capital Construction

\$783.1 million - 34.0%

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

## Maintenance and Operations

\$596.4 million - 25.9%

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

## Suballocated Programs

\$462.2 million - 20.1%

Aeronautics funding, sub allocated federal programs

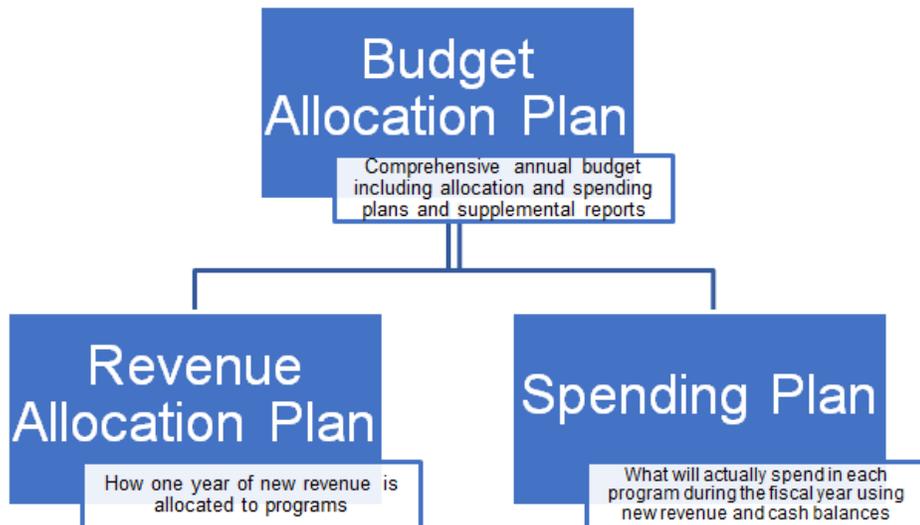


# Narrative and Other Budget Appendices



## Review the Narrative and Revenue Allocation Plan on CDOT's Website:

<https://www.codot.gov/business/budget/cdot-budget>



- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan
- Appendix C - Open Projects & Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirects & Construction Engineering
- Appendix G - CDOT Personnel Report
- Appendix H - Update on 10 Year Plan



# FY 2026-27 Revenue Allocation Plan

FY 2026-27 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2025-26*	B. FY 2025-26 Final Allocation Plan	FY 2026-27 Proposed Allocation Plan	FY 2026-27 Total Final Available Budget (A+C)	Directed By	Funding Source
<b>1 COLORADO DEPARTMENT OF TRANSPORTATION</b>							
2	Capital Construction	\$0.0 M	\$612.0 M	\$656.2 M	\$656.2 M		
3	Asset Management	\$0.0 M	\$398.3 M	\$407.6 M	\$407.6 M		
4	Surface Treatment	\$0.0 M	\$229.7 M	\$233.0 M	\$233.0 M	TC	FHWA / SH / SB 09-108
5	Structures	\$0.0 M	\$60.9 M	\$63.4 M	\$63.4 M	TC	FHWA / SH / SB 09-108
6	System Operations	\$0.0 M	\$25.9 M	\$27.3 M	\$27.3 M	TC	FHWA / SH
7	Geohazards Mitigation	\$0.0 M	\$8.1 M	\$9.7 M	\$9.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M	TC	FHWA / SH
9	Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	\$0.0 M	\$67.2 M	\$67.6 M	\$67.6 M	TC / FR	FHWA
11	Safety	\$0.0 M	\$121.8 M	\$123.2 M	\$123.2 M		
12	Highway Safety Improvement Program	\$0.0 M	\$41.0 M	\$43.2 M	\$43.2 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	\$0.0 M	\$3.5 M	\$3.2 M	\$3.2 M	FR	FHWA / SH
14	Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	\$2.7 M	TC	FHWA / SH
15	FASTER Safety	\$0.0 M	\$67.4 M	\$66.9 M	\$66.9 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M	TC	FHWA / SH
17	Mobility	\$0.0 M	\$91.9 M	\$125.4 M	\$125.4 M		
18	Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M	TC	FHWA
19	10 Year Plan Projects - Capital Mobility	\$0.0 M	\$19.3 M	\$62.8 M	\$62.8 M	SL	FHWA / SB 21-260
20	Freight Programs	\$0.0 M	\$22.6 M	\$12.6 M	\$12.6 M	FR	FHWA / SH / SL
21	Maintenance and Operations	\$0.0 M	\$419.9 M	\$431.2 M	\$431.2 M		
22	Asset Management	\$0.0 M	\$384.2 M	\$395.5 M	\$395.5 M		
23	Maintenance Program Areas	\$0.0 M	\$312.8 M	\$323.7 M	\$323.7 M		
24	Roadway Surface	\$0.0 M	\$41.7 M	\$43.1 M	\$43.1 M	TC	SH
25	Roadside Facilities	\$0.0 M	\$24.3 M	\$25.1 M	\$25.1 M	TC	SH
26	Roadside Appearance	\$0.0 M	\$8.6 M	\$8.9 M	\$8.9 M	TC	SH
27	Structure Maintenance	\$0.0 M	\$6.3 M	\$6.5 M	\$6.5 M	TC	SH
28	Tunnel Activities	\$0.0 M	\$4.8 M	\$5.0 M	\$5.0 M	TC	SH
29	Snow and Ice Control	\$0.0 M	\$103.8 M	\$107.5 M	\$107.5 M	TC	SH
30	Traffic Services	\$0.0 M	\$81.8 M	\$84.7 M	\$84.7 M	TC	SH
31	Materials, Equipment, and Buildings	\$0.0 M	\$21.4 M	\$22.1 M	\$22.1 M	TC	SH
32	Planning and Scheduling	\$0.0 M	\$20.0 M	\$20.7 M	\$20.7 M	TC	SH
33	Express Lane Corridor Maintenance and Operations	\$0.0 M	\$13.2 M	\$13.5 M	\$13.5 M	TC	SH
34	Property	\$0.0 M	\$22.8 M	\$22.8 M	\$22.8 M	TC	SH
35	Capital Equipment	\$0.0 M	\$23.4 M	\$23.4 M	\$23.4 M	TC	SH
36	Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M	TC	SH
37	Safety	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M		
38	Strategic Safety Program	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M	TC	FHWA / SH
39	Mobility	\$0.0 M	\$24.4 M	\$24.4 M	\$24.4 M		
40	Real-Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M	TC	SH
41	Intelligent Transportation System Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M	TC	FHWA / SH
42	Multimodal and Mobility Programs	\$0.0 M	\$56.9 M	\$38.3 M	\$38.3 M		
43	Mobility	\$0.0 M	\$56.9 M	\$38.3 M	\$38.3 M		
44	Innovative Mobility Programs	\$0.0 M	\$9.4 M	\$9.4 M	\$9.4 M	TC	FHWA / SH
45	National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$0.0 M	\$0.0 M	FR	FHWA
46	10 Year Plan Projects - Multimodal	\$0.0 M	\$9.6 M	\$14.5 M	\$14.5 M	TC	FHWA / SB 21-260
47	Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	SL	SL
48	Bustang	\$0.0 M	\$23.3 M	\$14.4 M	\$14.4 M	TC	SB 09-108 / Fare Rev. / SB 21-260
49	Suballocated Programs	\$0.0 M	\$358.8 M	\$301.1 M	\$301.1 M		
50	Aeronautics	\$0.0 M	\$56.1 M	\$48.8 M	\$48.8 M		
51	Aviation System Program	\$0.0 M	\$56.1 M	\$48.8 M	\$48.8 M	AB	SA
52	Highway	\$0.0 M	\$148.6 M	\$151.4 M	\$151.4 M		
53	Surface Transportation Block Grant - Urban	\$0.0 M	\$63.8 M	\$65.2 M	\$65.2 M	FR	FHWA / LOC
54	Congestion Mitigation and Air Quality	\$0.0 M	\$51.4 M	\$52.5 M	\$52.5 M	FR	FHWA / LOC
55	Metropolitan Planning	\$0.0 M	\$11.4 M	\$11.7 M	\$11.7 M	FR	FHWA / FTA / LOC
56	Off-System Bridge Program	\$0.0 M	\$22.0 M	\$22.0 M	\$22.0 M	TC / FR	FHWA / SH / LOC
57	Transit and Multimodal	\$0.0 M	\$154.2 M	\$101.0 M	\$101.0 M		
58	Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M	FR	FHWA
59	Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M	TC	FHWA / LOC
60	Transportation Alternatives Program	\$0.0 M	\$21.8 M	\$22.3 M	\$22.3 M	FR	FHWA / LOC
61	Transit Grant Programs	\$0.0 M	\$43.0 M	\$41.9 M	\$41.9 M	FR / SL / TC	FTA / LOC / SB 09-108
62	Multimodal Options Program - Local	\$0.0 M	\$68.2 M	\$22.4 M	\$22.4 M	SL	SB 21-260
63	Carbon Reduction Program - Local	\$0.0 M	\$9.4 M	\$9.6 M	\$9.6 M	FR	FHWA / LOC
64	Revitalizing Main Streets Program	\$0.0 M	\$7.0 M	\$0.0 M	\$0.0 M	SL / TC	SB 21-260
65	Administration & Agency Operations	\$0.0 M	\$138.8 M	\$143.3 M	\$143.3 M		
66	Agency Operations	\$0.0 M	\$83.8 M	\$86.7 M	\$86.7 M	TC / AB	FHWA / SH / SA / SB 09-108
67	Administration	\$0.0 M	\$53.3 M	\$54.9 M	\$54.9 M	SL	SH
68	Project Initiatives	\$0.0 M	\$1.7 M	\$1.7 M	\$1.7 M	TC	SH
69	Debt Service	\$110.6 M	\$44.5 M	\$35.5 M	\$146.1 M		
70	Debt Service	\$110.6 M	\$44.5 M	\$35.5 M	\$146.1 M	DS	SH
71	Contingency Reserve	\$0.0 M	\$18.9 M	\$15.0 M	\$15.0 M		

- Balanced using December 2025 revenue forecast
- Flexible revenue allocated based on FY 2025-26 budget amounts adopted by TC in March 2025 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY 2026-27 revenue forecast
- Asset Management and Maintenance programs funded according to the FY 2026-27 Asset Management Planning Totals, approved by the TC in September 2022.
- The FY 2026-27 Revenue Allocation Plan reflects:
  - \$1,684.6 million for CDOT programs
  - \$616.2 million for transportation enterprises
  - \$2,300.7 million total CDOT and enterprises



# FY 2026-27 Spending Plan

Appendix B CDOT Fiscal Year (FY) 2026-27 Spending Plan

Line	Budget Category / Program	FY 2026-27 Projected Expenditures
<b>1</b>	<b>Colorado Department of Transportation (CDOT)</b>	
	Projected Fund Balance and SB267 Trustee Account Balance	\$ 988.5M
	Projected FY27 Revenue	\$ 1,660.7M
	<b>Total Projected - CDOT</b>	<b>\$ 2,649.2M</b>
<b>2</b>	<b>Capital Construction</b>	<b>\$ 1,300.3M</b>
<b>3</b>	<b>Pre-Construction Activities</b>	<b>\$ 169.M</b>
4	Right of Way	\$ 39.M
5	Acquisitions	\$ 33.4M
6	CDOT Staff Salaries and Benefits	\$ 1.1M
7	Personal/Professional Services	\$ 1.9M
8	Indirect Allocations to Projects*	\$ 1.M
9	Other	\$ 1.6M
10	<b>Design and Other Pre-Construction Activities</b>	<b>\$ 130.0M</b>
11	Personal/Professional Services	\$ 81.9M
12	CDOT Staff Salaries and Benefits	\$ 14.3M
13	Indirect Allocations to Projects*	\$ 14.8M
14	Other	\$ 19.M
15	<b>Construction Activities</b>	<b>\$ 1131.2M</b>
16	Contractor Payments	\$ 884.2M
17	Personal/Professional Services	\$ 37.4M
18	CDOT Staff Salaries and Benefits	\$ 4.2M
19	Indirect Allocations to Projects*	\$ 83.1M
20	Construction Engineering Allocations to Projects*	\$ 53.4M
21	Other	\$ 69.M
<b>22</b>	<b>Maintenance and Operations</b>	<b>\$ 431.2M</b>
23	CDOT Staff Salaries and Benefits	\$ 185.7M
24	Personal/Professional Services	\$ 24.3M
25	Operating	\$ 123.4M
26	Capital	\$ .8M
27	Other	\$ 50.8M
<b>28</b>	<b>Property</b>	<b>\$ 22.8M</b>
29	CDOT Staff Salaries and Benefits	\$ 2.5M
30	Personal/Professional Services	\$ .2M
31	Operating	\$ .8M
32	Capital	\$ 19.3M
<b>33</b>	<b>Capital Equipment</b>	<b>\$ 23.4M</b>
34	Capital	\$ 23.3M
35	Operating	\$ .1M
<b>36</b>	<b>Multimodal and Mobility Programs, Non Construction</b>	<b>\$ 38.3M</b>
37	CDOT Staff Salaries and Benefits	\$ 2.8M
38	Personal/Professional Services	\$ 21.4M
39	Operating	\$ 5.7M
40	Capital	\$ 8.4M
<b>41</b>	<b>Suballocated Programs</b>	<b>\$ 301.1M</b>
42	Grant Payments to Local Entities	\$ 286.M
43	CDOT Staff Salaries and Benefits	\$ .6M
44	Personal/Professional Services	\$ 7.2M
45	Operating	\$ 7.2M
<b>46</b>	<b>Administration &amp; Agency Operations</b>	<b>\$ 143.3M</b>

## Total estimated expenditures in FY 2026-27, \$2,885.3 M:

- CDOT: \$2,328.5 million
- BTE: \$319.1 million
- CTIO: \$101.2 million
- Clean Transit: \$104.0 million
- Nonattainment Enterprise: \$17.5 million
- Fuels Impact Enterprise: \$15.0 million



# Changes from the Proposed Budget

Line #	Budget Line	FY27 Proposed Budget	FY27 Final Budget	Change	Explanation
10, 19, 46	10 Year Plan Projects	\$144.9 M	\$142.7 M	-\$2.3 M	Final Balancing
66	Agency Operations	\$86.7 M	\$88.1 M	\$1.4 M	Common Policies, decision items
67	Administration	\$48.2 M	\$48.4 M	\$0.2 M	Common Policies

The table is not a full list of changes, but is intended to capture any noteworthy changes. There are minor adjustments to multiple other budget lines due to updates to the annual revenue forecast for FY 2026-27, approved decision items and adjustments, increases to salary and benefits, and general balancing.



# FY27 Funds for 10 Year Plan

Line #	Budget Line	FY27 Final
10	10 Year Plan Projects - Capital Asset Management	\$67.6 M
19	10 Year Plan Projects - Capital Mobility	\$60.7 M
46	10 Year Plan Projects - Multimodal	\$14.3 M
n/a	<b>Total</b>	<b>\$142.7 M</b>

**\$6.0 M of the General Fund in the Multimodal line is earmarked for Bustang for FY27. Along with the \$14.4 M allocated to the Bustang line (Line 48), the total budget available for Bustang in FY27 is \$20.4 M.**

- Total funding to the 10 Year Plan Projects lines is \$142.7 M.
- Programs include: PROTECT, Bridge Formula Program, CDOT share of Carbon Reduction Program, 50% of FHWA National Freight Program, and any available flexible federal revenue (STBG and NHPP) not allocated to other programs (i.e. any remaining flexible federal funds).
- This also includes \$50.5 M in General Fund that was transferred to the State Highway Fund per SB21-260, which was reduced for FY27 by SB 25-257.



# Estimated FY 2025-26 Roll Forwards

FY 2026-27 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2025-26*
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>	
<b>2</b>	<b>Capital Construction</b>	<b>\$845.6 M</b>
3	Asset Management	\$191.3 M
4	Surface Treatment	\$100.0 M
5	Structures	\$50.0 M
6	System Operations	\$6.8 M
7	Geohazards Mitigation	\$4.0 M
8	Permanent Water Quality Mitigation	\$0.5 M
9	Emergency Relief	\$0.0 M
10	10 Year Plan Projects - Capital Asset Management	\$30.0 M
<b>11</b>	<b>Safety</b>	<b>\$137.6 M</b>
12	Highway Safety Improvement Program	\$55.0 M
13	Railway-Highway Crossings Program	\$0.5 M
14	Hot Spots	\$2.0 M
15	FASTER Safety	\$70.0 M
16	Americans with Disabilities Act Compliance	\$10.0 M
<b>17</b>	<b>Mobility</b>	<b>\$516.8 M</b>
18	Regional Priority Program	\$55.5 M
19	10 Year Plan Projects - Capital Mobility	\$432.3 M
20	Freight Programs	\$28.9 M
<b>21</b>	<b>Maintenance and Operations</b>	<b>\$42.8 M</b>
22	Asset Management	\$35.4 M
23	Maintenance Program Areas	\$0.8 M
24	Roadway Surface	\$0.0 M
25	Roadside Facilities	\$0.0 M
26	Roadside Appearance	\$0.0 M
27	Structure Maintenance	\$0.0 M
28	Tunnel Activities	\$0.0 M
29	Snow and Ice Control	\$0.0 M
30	Traffic Services	\$0.0 M
31	Materials, Equipment, and Buildings	\$0.0 M
32	Planning and Scheduling	\$0.0 M
33	Express Lane Corridor Maintenance and Operations	\$3.0 M
34	Property	\$0.0 M
35	Capital Equipment	\$31.6 M
36	Maintenance Reserve Fund	\$0.0 M
<b>37</b>	<b>Safety</b>	<b>\$2.2 M</b>
38	Strategic Safety Program	\$2.2 M
<b>39</b>	<b>Mobility</b>	<b>\$5.2 M</b>
40	Real-Time Traffic Operations	\$0.2 M
41	Intelligent Transportation System Investments	\$5.0 M

## Total roll forwards from FY 2025-26:

- **CDOT \$1,643.0 million**
  - \$482.3 million is 10 Year Plan Projects lines
  - \$447.2 million is Suballocated Programs
- **BTE \$35.2 million**
  - Funds from the recent bond issuance for larger future year projects that are planned in FY27-FY28.
- **CTIO \$243.2 million**
  - Revenue collected by the new SB 24-184 congestion impact fee, Toll Lanes, and the Safety Enforcement Program.
- **CTE \$20.0 million**
  - SB 25-206 authorized three years of roll forward authority on the FY 2025-26 appropriation to the CTE cash fund.
- **NAAPME \$26.2 million**
  - Funds for the FY26 Community Clean Transportation Assistance Program (CCTAP) awards and eventual Large Grants Program (BRT) award round

**Total CDOT and Enterprises \$1,971.0 million**



# Estimated FY 2025-26 Roll Forwards (Cont.)

FY 2026-27 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2025-26*
<b>1</b>	<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>	
<b>2</b>	<b>Capital Construction</b>	<b>\$845.6 M</b>
3	Asset Management	\$191.3 M
4	Surface Treatment	\$100.0 M
5	Structures	\$50.0 M
6	System Operations	\$6.8 M
7	Geohazards Mitigation	\$4.0 M
8	Permanent Water Quality Mitigation	\$0.5 M
9	Emergency Relief	\$0.0 M
10	10 Year Plan Projects - Capital Asset Management	\$30.0 M
<b>11</b>	<b>Safety</b>	<b>\$137.6 M</b>
12	Highway Safety Improvement Program	\$55.0 M
13	Railway-Highway Crossings Program	\$0.5 M
14	Hot Spots	\$2.0 M
15	FASTER Safety	\$70.0 M
16	Americans with Disabilities Act Compliance	\$10.0 M
<b>17</b>	<b>Mobility</b>	<b>\$516.8 M</b>
18	Regional Priority Program	\$55.5 M
19	10 Year Plan Projects - Capital Mobility	\$432.3 M
20	Freight Programs	\$28.9 M
<b>21</b>	<b>Maintenance and Operations</b>	<b>\$42.8 M</b>
<b>22</b>	<b>Asset Management</b>	<b>\$35.4 M</b>
23	Maintenance Program Areas	\$0.8 M
24	Roadway Surface	\$0.0 M
25	Roadside Facilities	\$0.0 M
26	Roadside Appearance	\$0.0 M
27	Structure Maintenance	\$0.0 M
28	Tunnel Activities	\$0.0 M
29	Snow and Ice Control	\$0.0 M
30	Traffic Services	\$0.0 M
31	Materials, Equipment, and Buildings	\$0.0 M
32	Planning and Scheduling	\$0.0 M
33	Express Lane Corridor Maintenance and Operations	\$3.0 M
34	Property	\$0.0 M
35	Capital Equipment	\$31.6 M
36	Maintenance Reserve Fund	\$0.0 M
<b>37</b>	<b>Safety</b>	<b>\$2.2 M</b>
38	Strategic Safety Program	\$2.2 M
<b>39</b>	<b>Mobility</b>	<b>\$5.2 M</b>
40	Real-Time Traffic Operations	\$0.2 M
41	Intelligent Transportation System Investments	\$5.0 M

## Estimated Roll Forwards from FY 2025-26:

- The majority of rolled forward funds are programmed and committed but have not yet been budgeted or encumbered in contracts. As projects proceed to advertisement later this fiscal year and into next fiscal year, funds will be budgeted and encumbered.
- Some programs have large amounts budgeted to projects using future year fund balances (anticipated future year revenues) based on the expected timing for projects.
  - E.g. Surface Treatment (Line 4) shows an estimated FY 2025-26 roll forward of \$100.0 million; however, \$112.4 million in FY 2026-27 and FY 2027-28 funds have already been budgeted to projects, so the Surface Treatment Program has a net roll forward of (\$12.4 million).
- The Revenue Allocation Plan will be updated with actual roll forwards once FY 2025-26 closes (fall 2026).



# Timeline and Next Steps

DAF will continue to address the following items for the FY 2026-27 Final Annual Budget:

- **March 2026: The Transportation Commission will be asked to review and adopt the FY 2026-27 Final Annual Budget Allocation Plan.**
- April 2026: The approved FY 2026-27 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.
- June 2026: The Governor will approve the FY 2026-27 Final Annual Budget Allocation Plan, and budget will be available for expenditure beginning July 1, 2026.



Light Rail bridge over 6th Avenue with view of downtown



**COLORADO**  
Department of Transportation

Questions?



**COLORADO**

Department of Transportation

# EcoInteractive STIP Website Demo

## March 12, 2026



# 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** [dropdown arrow] RESET

Project Title/Description: Enter Project Title/Description

**Project List** EXPORT [down arrow]

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		
<b>Grand Total</b>						<b>\$38,693,886</b>	<b>\$2,707,287,0...</b>	<b>\$775,959,487</b>	<b>\$369,266,605</b>	<b>\$212,32</b>	<b>\$4,103,535,592</b>



# 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	



# Revision Tab - Detail

← CDOT / 26-29 STIP / STIP Feb 9-13th [Open for Public Comment](#)

26-29 STIP

Notes  
All STIP Modifications

State Approval  
02/16/2026

## Projects in Plan Revision STIP Feb 9-13th

EXPORT

STIP ID	Region	TPR	Project Title	Funding Source	Prior	2026	2027	2028	2029	Future	Total Cost
SDR9000.033	01	DR	100th Ave Mult...	Federal, Local, ...	-	\$563,908	-	-	-	-	\$1,123,908
SR25216.188	02	R2	2025+ R2 Preve...	Federal, State	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	\$4,000,000
SR47007.013	04	EA	23939-Replace ...	Federal, State	-	\$125,909	-	\$0	-	-	\$125,909
SR45218.239	04	EA	25037-I-76 Corr...	Federal, State	-	\$1,747,690	-	-	-	-	\$1,747,690
SR47007.010	04	DR	25382-CO93 Int...	Federal, Local, ...	-	\$1,600,000	-	-	-	-	\$1,600,000
SR47007.036	04	UF	25483-Fall Rive...	Federal, Local, ...	-	\$5,367,615	-	-	-	-	\$5,367,615
SR45218.267	04	R4	27281-CO 14 S...	Federal	-	\$1,300,000	-	-	-	-	\$1,300,000
SR57011.015	05	SL	ALAMOSA HUN...	Federal, State	-	\$1,193,445	-	-	-	-	\$1,208,245
SR45218.263	04	EA	CO 94 Region L...	Federal, State	-	\$20,478,499	-	-	-	-	\$20,478,499
SR26867.119	02	PB	I-25 at Exit 108 ...	Federal, State	-	\$4,500,000	-	\$9,000,000	\$1,800,000	-	\$15,300,000
SST6741.127	Statewide	PP	PPACG - MMT ...	Federal, Local	-	\$24,091,581	\$1,484,487	-	-	-	\$25,576,068
SST7072.022	Statewide	PB	Pueblo - Fleet E...	State	-	\$975,000	-	-	-	-	\$975,000
SST7072.023	Statewide	PB	Pueblo Transit ...	State	-	\$2,925,000	-	-	-	-	\$2,925,000
SR25216.191	02	R2	R2 Priority Prev...	State	-	-	\$2,000,000	\$3,000,000	-	-	\$5,000,000
<b>Grand Total</b>						<b>\$574,800</b>	<b>\$100,108,800</b>	<b>\$5,629,487</b>	<b>\$13,000,000</b>	<b>\$2,800,000</b>	<b>\$122,113,087</b>

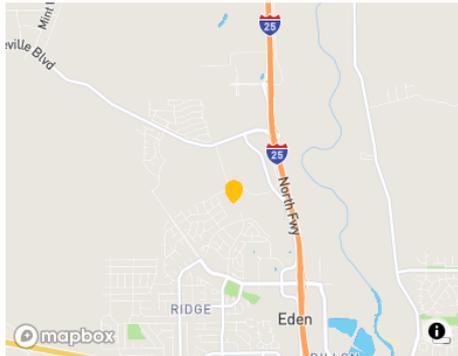


# Revision Tab - Project Detail



## SR25216.188: 2025+ R2 Preventive Maintenance

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Region  
02

STIP ID  
SR25216

10 Year Plan ID  
-

TPR  
R2

Brief Scope of Project

-

Project Description

Region 2 Surface Treatment Projects

FUND OVERVIEW

FUND HISTORY

REVISION HISTORY

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Miscellaneous	NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$4,000,000
Total Miscellaneous		\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$4,000,000
-	SHF	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Programmed</b>		<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>



# 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

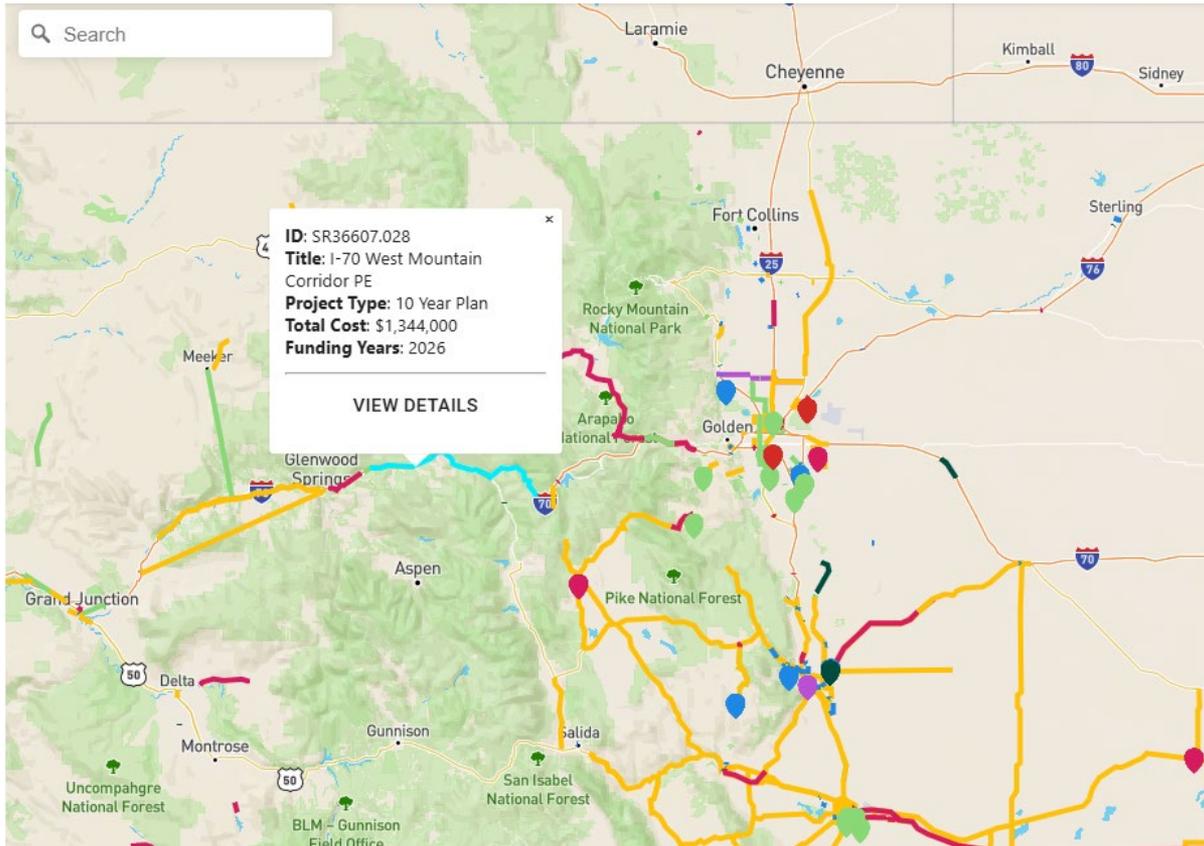
STIP ID	TPR	Project Title	Project Type
SR46600.072	R4	10008-US85 UPRR ...	Asset Management
SR16682.130	DR	104TH AT WASHIN...	Safety
SR25216.188	R2	2025+ R2 Preventiv...	Asset Management
SR47020.031	EA	21884-Sterling East...	Active Transportation
SR46600.071	UF	21907-Peckham Gr...	Asset Management
SNF5788.048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

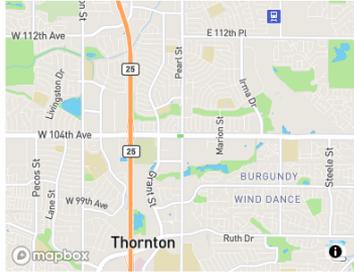


# Interactive Map - Project Detail



## SR16682.130: 104TH AT WASHINGTON PLAZA IMPROVEMENTS

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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
<b>Total Programmed</b>		<b>\$0</b>	<b>\$937,729</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$937,729</b>

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

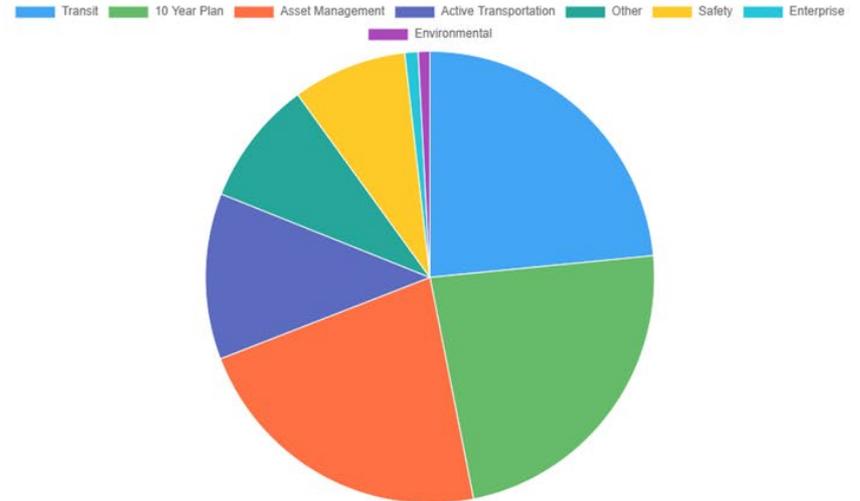


# Visualizations Tab

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
<b>Totals</b>	<b>100.00%</b>	<b>\$4,339,321,170</b>





# 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 ST

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
<b>Grand Total</b>						<b>\$9,899,211</b>	<b>\$669,198,098</b>	<b>\$214,250,146</b>	<b>\$66,258,796</b>	<b>\$5,859,307</b>	<b>\$965,465,558</b>



Questions?





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# Statewide Transportation Advisory Committee Memorandum

**To:** Statewide Transportation Advisory Committee (STAC)  
**From:** Kay Kelly, Chief of Innovative Mobility  
Jeffrey Sudmeier, Chief Financial Officer  
**Date:** March 5, 2026

**Subject:** Bustang Overview and Financial Outlook

## Purpose

To provide an overview of the Bustang Family of Services and give greater detail into Bustang's current and future financial projections

## Action

Informational

## Background

Bustang transit service began in 2015 to provide a commuter-focused transportation solution along I-25 and I-70. Since then, CDOT added the Outrider network to better serve rural Colorado, and Pegasus, which uses smaller (non-CDL) vehicles that can utilize the I-70 Peak Period Shoulder Lanes. Additional seasonal services include Snowstang, providing direct service to ski resorts on I-70, and Bustang to Broncos, providing direct service to Broncos' home games. Altogether, the Bustang Family of Services provide Colorado residents and visitors with opportunities to travel throughout our State without the need or impact of a personal vehicle.

## Next Steps

The Bustang Family of Services continues to grow in popularity with additional service, new vehicles, and Mobility Hubs purposely built into CDOT infrastructure. With that growth, Bustang's financial needs have also increased. This workshop will





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provide an overview of Bustang's expected financial needs and offer suggestions for opportunities to close anticipated funding gaps.

**Attachments:**

Presentation - Bustang Funding





# Bustang Funding

## Statewide Transportation Advisory Committee

March 5, 2026



# Bustang History

- **2015** - Bustang “Main Lines” service launched as a commuter-focused service serving the Front Range
- **2018** - Rural-focused Bustang Outrider network launched in 2018 - Eight (8) Routes throughout Colorado
- **2019** - Seasonal services, Snowstang and Bustang to Estes Park, both launched
- **2022** - SB22-180 Passed
  - Pegasus launched offering frequent service between Denver and Vail using smaller, non-CDL vehicles able to utilize Mountain Express Lanes
  - Significantly increased service on I-70 & I-25
- **2025** - Bustang 10-year anniversary!





# Service Characteristics of Bustang & Outrider

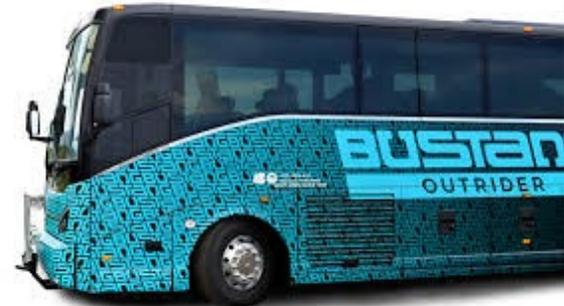
## Bustang Mainline

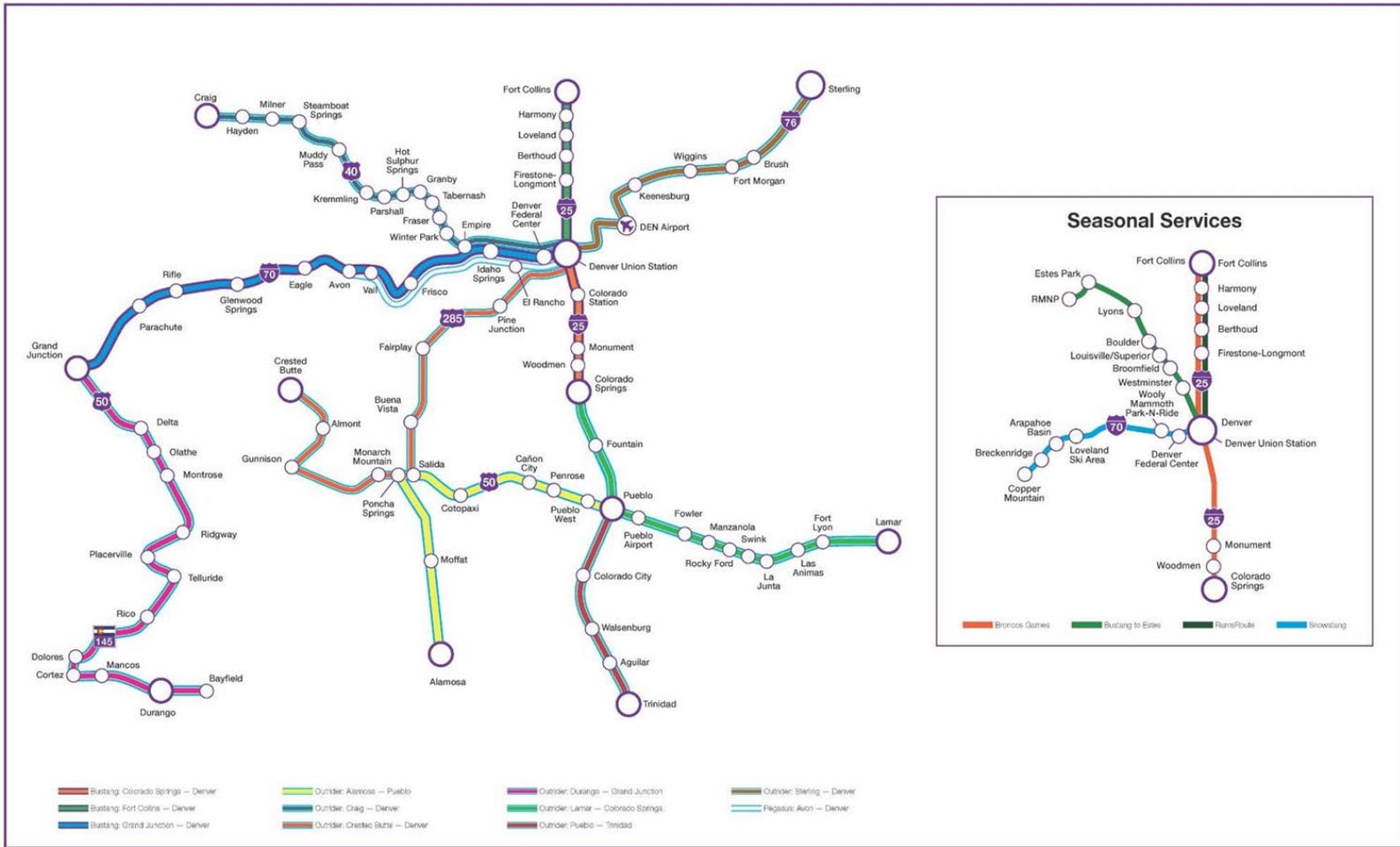
- High-frequency focus
  - 1hr or 45min headways
- Supports commuting, recreational trips, and travel for services
- Providing additional travel options on our busiest interstate corridors



## Outrider

- Statewide coverage focus
  - Most Routes - 1 round trip/day
  - Crested Butte to DUS - 2 round trips/day
- Supports access to services
- All routes terminate in a small or large urban area, providing rural residents





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# Bustang Service Expansion

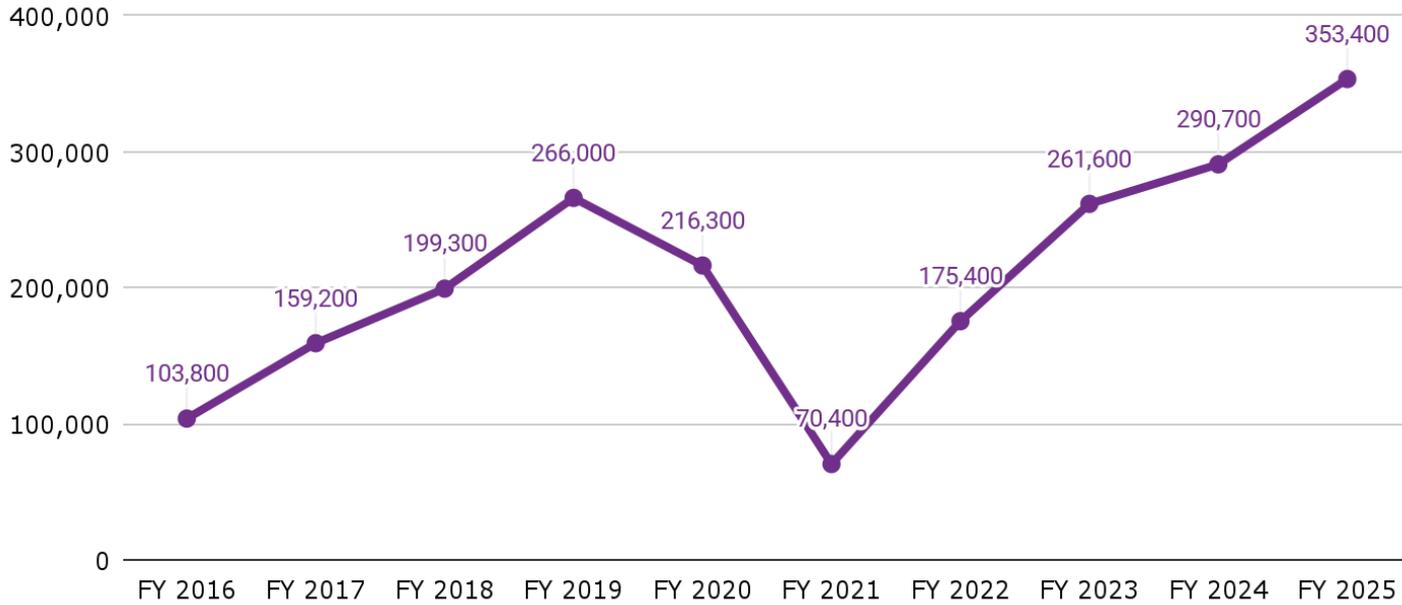
Colorado SB 22-180 (signed May 2022) provided \$30 million over three years to implement a pilot service expansion program

Corridor	Before SB 22-180	Phase I Expansion (Completed Fall 2024)	Full Expansion Service (Completed Winter 2024)
<b>I-25 North</b> Fort Collins to Denver	<b>6</b> Daily Round Trips Mon-Fri <b>2</b> Daily Round Trips Sat-Sun	<b>8</b> Daily Round Trips Mon-Fri <b>3</b> Daily Round Trips Sat-Sun	<b>12</b> Daily Round Trips Mon-Fri <b>6</b> Daily Round Trips Sat-Sun
<b>I-25 South</b> Colorado Spgs. to Denver	<b>6</b> Daily Round Trips Mon-Fri <b>2</b> Daily Round Trips Sat-Sun	<b>8</b> Daily Round Trips Mon-Fri <b>3</b> Daily Round Trips Sat-Sun	<b>12</b> Daily Round Trips Mon-Fri <b>6</b> Daily Round Trips Sat-Sun
<b>I-70 West (Bustang)</b> Grand Junction to Denver	<b>4</b> Daily Round Trips <ul style="list-style-type: none"> <li>• 2 Denver-Grand Junction</li> <li>• 1 Denver-Glenwood Spgs</li> <li>• 1 Denver-Avon</li> </ul>	<b>7</b> Daily Round Trips <ul style="list-style-type: none"> <li>• 3 Denver-Grand Junction</li> <li>• 4 Denver-Glenwood Spgs</li> </ul>	<b>15</b> Daily Round Trips <ul style="list-style-type: none"> <li>• 6 Denver-Grand Junction</li> <li>• 9 Denver-Glenwood Springs</li> </ul>
<b>I-70 West (Pegasus)</b> Denver to Avon	Did not exist	<b>10</b> Daily Round Trips Fri-Sun <b>6</b> Daily Round Trips Mon-Thurs	Maintain Current Service



# Ten Years of Bustang Ridership

## Bustang System Ridership by Fiscal Year



\*Includes Bustang, Pegasus, Outrider, and Seasonal Services



# Recent Bustang Successes

## Main Line (I-70 & I-25)

- Twenty five (25) new coaches into revenue service
- Doubled service on I-25 and tripled service on I-70 in late 2024
- Opening of multiple Mobility Hubs along I-25 and I-70

## Outrider

- Began direct service to DEN via Sterling to Denver route
- Added second round trip on Crested Butte to Denver route

## Seasonal Services

- **Snowstang** - Net positive operations cost, with partner resort cost share.

## Success Metrics

- System ridership grew 21% YoY in FY 2025, setting another record high total; More than fivefold increase from 2021-present
- Farebox Recovery percentage above the national average



# Next Steps and Key Takeaways

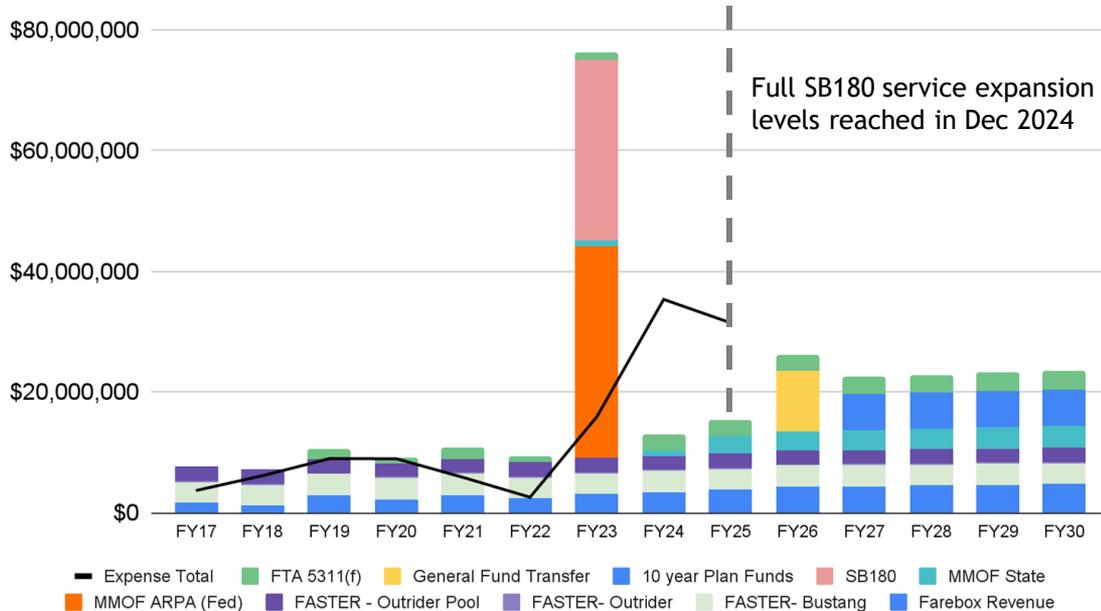


- Pilot program has been a notable success, with ridership levels increasing year over year
- Despite a strong farebox recovery ratio and diverse funding sources, when expansion pilot funding and ARPA funds have been expended, there will be a funding shortfall that will need to be addressed
- CDOT is exploring mechanisms to continue offering expanded service past the conclusion of the pilot program



# Bustang Revenue & Expenses (2017-2025)

Bus Operations Revenue vs. Expense 2017- 2025



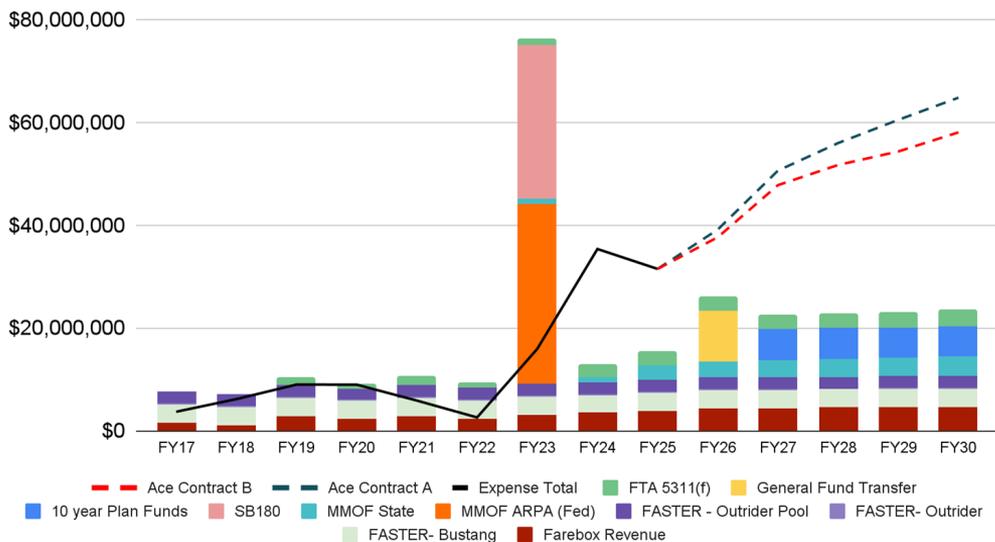
## Pre-Expansion

- Limited weekday and weekend service
- Revenues were more closely aligned with expenses
- FY23 Revenue Increase of \$65M:
  - MMOF ARPA ~\$35.1M
  - SB22-180 \$30M (3-year service expansion)
- Expense Growth Tracks with Service Expansion
  - 2024 Expense \$35.3M
  - 2025 Expense \$31.4M



# Bustang Revenue & Forecasted Expense (2026-2030)

Bus Operations Revenue vs. Projected Expenses 2026-2030



## Post-Expansion

- Bustang has reached significantly higher levels of service along the state's major interstate corridors including purchase, outfitting and on-going maintenance of 33 new vehicles
- Forecasted future expenses assume:
  - **Ace (Operator) Contract A**
    - 4% annual service cost increases
    - 5% annual growth escalator
    - Increased capital fleet replacement and maintenance costs
  - **Ace (Operator) Contract B**
    - 4% annual service cost increases
    - Maintain current SB180 service levels (no further expansion)
    - Increased capital fleet replacement and maintenance costs



# Current Bustang and Outrider Revenues

Current Bustang and Outrider Revenues				
Funding Source	FY 27	FY 28	FY 29	FY 30
MMOF	\$3.2	\$3.4	\$3.5	\$3.7
10YP Capital	\$6.0	\$6.0	\$6.0	\$6.0
FASTER	\$6.0	\$6.0	\$6.0	\$6.0
FTA 5311(f)	\$2.9	\$3.0	\$3.1	\$3.1
Farebox	\$4.4	\$4.5	\$4.6	\$4.7
<b>Total</b>	<b>\$22.5</b>	<b>\$22.9</b>	<b>\$23.2</b>	<b>\$23.5</b>



# Current Bustang Expenses

**Current Bustang and Outrider Expenses (assuming 5% annual service growth)**

Corridor/Service	FY 27	FY 28	FY 29	FY 30
I-25 North (North Line)	\$5.9	\$6.4	\$7.3	\$7.5
I-25 South (South Line)	\$6.5	\$6.9	\$7.5	\$7.8
I-70 West (West Line)	\$24.5	\$26.3	\$28.5	\$29.6
I-70 West (Pegasus)	\$5.8	\$6.2	\$6.8	\$7.0
Seasonal Service	\$0.6	\$0.7	\$0.8	\$0.8
Outrider	\$7.3	\$9.4	\$9.7	\$12.1
<b>Total</b>	<b>\$50.6</b>	<b>\$55.9</b>	<b>\$60.6</b>	<b>\$64.8</b>
<b>Surplus (Deficit)</b>	<b>(\$28.1)</b>	<b>(\$33.0)</b>	<b>(\$37.4)</b>	<b>(\$41.3)</b>



# Proposed Additional CDOT Funding

Updated Baseline Funding (assuming 5% annual service growth)				
Funding Source	FY 27	FY 28	FY 29	FY 30
Existing Funding Sources	\$22.5	\$22.9	\$23.2	\$23.5
Reallocate CMAQ statewide allocation	\$2.0	\$2.0	\$2.0	\$2.0
Additional One-time CDOT Funding	\$19.1	\$0.0	\$0.0	\$0.0
<b>Total Revenue</b>	<b>\$43.6</b>	<b>\$24.9</b>	<b>\$25.2</b>	<b>\$25.5</b>
<b>Total Expenses</b>	<b>\$50.6</b>	<b>\$55.9</b>	<b>\$60.6</b>	<b>\$64.8</b>
<b>Surplus (Deficit)</b>	<b>(\$7.0)</b>	<b>(\$31.0)</b>	<b>(\$35.4)</b>	<b>(\$39.3)</b>

- Proposed one-time reallocation of roll-forward funding from Innovative Mobility and CMAQ programs
- Proposed ongoing commitment of CMAQ statewide funds



# Funding Strategies

- Proposed additional CDOT funding reduces funding gap in FY 27 by ~75%, providing *some* breathing room in FY 27 to implement other funding strategies.
- \$7 M remaining funding gap in FY 27 (if proposed CDOT funding strategies are approved).
- Average annual funding gap in FY 28-FY 30 of ~\$37 M.
- Funding gap will increase over time with inflation, escalating operating costs.
- Existing CDOT revenue sources with transit eligibility are limited and inadequate to fully fund the remaining funding gap, without significant reductions in service.
- Strategies under consideration include partnering with the Colorado Transportation Investment Office (CTIO) on a joint funding strategy which would leverage toll revenue and potentially some SB 24-184 Congestion Impact Fee revenue dedicated to transit and rail purposes.



# CTIO Specific Funding Consideration

- Historically, CTIO has used tolls to fund transit infrastructure (Ex: I-25 North Mobility Hubs) and prioritizes transit trip reliability through its operational policies.
- CTIO could fund additional capital construction projects for transit with a nexus to its tolling corridors.
- Current corridor restriction limits extent to which toll revenue can be leveraged outside the corridors.
- SB 24-184 explicitly mandated CTIO to prioritize multimodal projects across Colorado, including transit. Additional legal analysis needed to understand practical application of bill's direction as it relates to Bustang.
- If SB 24-184 Congestion Impact Fee revenue will be available for transit after funding priority rail projects is still unknown.



## Next Steps

- Follow up with TC, CTIO Board and transportation stakeholders on funding strategies
- Consideration and potential action on proposal for additional FY27 CDOT funding by the Transportation Commission
- Engagement with Attorney General's Office on legal questions and paths forward