



**COLORADO**

Department of Transportation

**Statewide Transportation Advisory Committee (STAC)**

This meeting will be hosted **in person**

**May 7, 2026, from 8:30 AM to 12:00 PM**

**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	
8:35 - 8:40	Approval of the April Meeting Minutes	Gary Beedy, STAC Chair
8:45 - 8:55	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:55 - 9:05	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
	Freight Advisory Committee (FAC) Report (Informational Update)	Gary Beedy, STAC Chair
9:05 - 9:35	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:35 - 9:50	Legislative Report (Informational Update)	Emily Haddaway and Jamie Grim, CDOT Office of Government Relations
9:50 - 10:00	Break	
10:00- 10:15	STAC Elections - Chair and Vice Chair (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:15 - 10:25	10-Year Plan Recommendation to Commission (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:25 - 10:50	Featured Region of the Month - Region 1 (Informational Item)	Jessica Myklebust, Regional Transportation Director, Region 1
10:50 - 11:10	Federal Lands Access Program (FLAP) Call for Projects	Andrew Valdez, Federal Highway Administration
11:10 - 11:30	Planning Process Debrief (Informational Item)	Darius Pakbaz, Director, Division of Transportation Development

<b>Time</b>	<b>Agenda Item and Item Description</b>	<b>Presenter</b>
11:30 - 11:55	Freight Program Update (Informational Item)	Craig Hurst, Manager, Freight Mobility & Safety Branch
11:55 - 12:00	Other Business <ul style="list-style-type: none"><li>● Next STAC Meeting is June 4, 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**

**April 2, 2026: 8:30 a.m. - 12:00 p.m.**

## **Attendance:**

Central Front Range: Leo Evans

Eastern: Gary Beedy

Denver Area: Jacob Riger and Emily Bear

Grand Valley: Dana Brosig

Gunnison Valley: Michelle Nauer

Intermountain: Brian Pettet (Brian's last STAC meeting)

North Front Range: Kristin Stephens and Will Jenkins

Northwest: Brian Cerkenik

Pikes Peak Area: John Liosatos and Holly Williams

Pueblo Area: Eva Cosyleon and Ted Hernandez

San Luis Valley: Vern Heersink

South Central: Brian Blasi and Mitch Wardell

Southeast: Stephanie Gonzales

Southwest: Heather Alvarez

Upper Front Range: None

Southern Ute: Mandy Brown

Ute Mountain Ute: None

Federal Highway Administration: None

Federal Transit Administration: None

## **Welcome and Introductions - Gary Beedy, STAC Chair**

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

## **Public Comment**

- There were no public comments.

## **STAC Approval of February 2026 STAC Meeting Notes**

**Action:** STAC approved the Draft March 5, 2026 Meeting Notes.

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

- The March TC meeting included a Joint Workshop with the Colorado Transportation Investment Office (CTIO) on Bustang funding, the Pueblo Area Council of Governments (PACOG) Greenhouse Gas (GHG) Transportation Report, a Budget Workshop, a Roadside Fire Mitigation update, a 10-Year Plan Workshop, and an Audit Review Committee update.

## TPR Representatives and Federal Partners Reports

- Central Front Range: The TPR has not met since the last STAC meeting and will meet again in April.
- Grand Valley MPO: The MPO had a board meeting last month and did a TIP amendment. The MPO also presented a Transportation Finance Study that will be available soon for public comment. A presentation on a transportation gap analysis was also viewed.
- Denver Regional Council of Governments: The MPO adopted the 2026-2029 Transportation Improvement Program (TIP) policy amendments. A policy framework was adopted for the second round of local government grants via *DRCOG's Power Ahead Colorado* climate pollution reduction grant. DRCOG established the Power Ahead Colorado (PACO) incentive policy, which creates the framework for administering \$40 million in building electrification incentives. The group discussed and took official positions on various state legislative issues. They reviewed the final report for the Sheridan Boulevard Corridor Safety Study. DRCOG received a briefing on the Ride Alliance Smart Grant Stage One Report, which involved a successful test of a trip exchange hub designed to coordinate human service transportation requests.
- Gunnison Valley TPR: Nothing to report.
- Intermountain TPR: The next TPR meeting is scheduled for tomorrow, April 3rd and a new chair and vice chair will be elected.
- North Front Range MPO: The MPO approved a TIP amendment. North Front Range MPO had their inaugural Transportation Management Organization (TMO) call for projects. The MPO also started the development of their 2055 Regional Transportation Plan (RTP), which is called *Connected Communities 2055*. NFR updated their logo to make it more accessible. The MPO staff submitted a grant application to FHWA to host a regional safety roundtable in 2027. In association with PPACG submitted an application to host a OZONE forum in October. See the [Intermountain Ozone Exchange Webpage](#) for more information.
- Northwest TPR: Recommended Multimodal Transportation and Mitigation Options Fund (MMOF) dollars for an Oak Creek rail station planning project and a bus service project connecting the Granby rail stop to Grand Lake and Rocky Mountain National Park.
- Pikes Peak Area Council of Governments: PPACG's 2027-2031 TIP document is currently out for public comment. They expect to adopt a certified safety action plan next week and noted that the Fillmore to Garden of the Gods project is progressing well, despite some I-25 nightly lane closures in the coming weeks.
- Pueblo Area Council of Governments: The MPO presented their greenhouse gas report to the Transportation Commission on March 18th. They are preparing for the April 10th opening of the new Medal of Honor Boulevard.
- San Luis Valley TPR: No meetings held since the last STAC update; nothing significant to report.
- South Central TPR: Their next meeting is set for April 23rd in Trinidad. A resurfacing project on US 160 (Walsenburg to CO Hwy 12) is scheduled to begin on April 6th.


- Southeast TPR: Southeast is concluding several projects, including resurfacing and design work. They approved \$240,000 in unallocated RPP funding for emergency repairs in Baca County and submitted a congressionally directed spending application for transit hub repairs and bus replacements.
- Southern Ute: Nothing to report.
- Southwest TPR: The TPR met in February. Several agencies in their area have sent letters to the Joint Budget Committee in favor of maintaining MMOF funds for local agencies. The TPR also amended their meeting schedule to quarterly from every two months moving forward.
- Upper Front Range TPR: Nothing to Report.
- Ute Mountain Ute: Nothing to report.
- Eastern TPR: Eastern reported on various projects including I-70 concrete reconstruction near Seibert, US-6 reconstruction between Sterling and Atwood, and bridge projects on US-6 and 385 in Holyoke. Chair Beedy also raised concerns regarding road damage on US-385 due to heavy freight from regional wind farms, solar, and rail construction.
- FHWA: Nothing to report.
- FTA: Nothing to report.

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

- The March TRAC meeting included updates from the Clean Transit Enterprise (CTE), CDOT's new First/Last Mile Toolkit, a "Truckers Against Trafficking" event (May 9 in Ignacio), and several overlapping Federal Transit Administration (FTA) competitive grants are coming soon.

#### Legislative Updates (Emily Haddaway and Jamie Grim)

##### State

- CDOT testified in support of [HB26-1101 \(Criminal Offenses Related to Critical Infrastructure Metals\)](#) this week.
- [SB26-141 \(Wildlife Collision Prevention\)](#)
- [HB26-1127 \(Crash Reporting\)](#) is now waiting for Senate amendments
- CDOT testified in support of (Accident to Crash), and has now moved to the Senate.
- ([HB26-1076: Transportation statutory cleanup](#)) is still waiting for a committee hearing.
- [HB26-1269](#) : Transit Access is being amended
- CDOT is still discussing [HB26-1286 \(Automated Driving System Commercial Vehicles\)](#) with its sponsors
- CDOT is still in deep discussions over Bustang funding, including the possibility of toll revenues. The Governor's Office is trying to allow for \$7.5M (instead of the usual \$10.5M) transfer from the general fund, but questions arose around Multimodal Options Fund (MMOF) changes. JBC wants to make these changes permanent, but that is still being discussed.  04.03.26 Legislative Update

##### Federal

- The U.S. Congress is in recess until next week, and the Department of Homeland Security (DHS) (incl. TSA) remains shut down.
- CDOT helped process all of Colorado's Congressionally Directed Spending requests, and the House should act on these in April.

- Re-authorization (primarily through the BASICS Act, or a Continuing Resolution) should still happen by the September 30, 2026 expiration date.
- Long-time House Transportation Committee Chair, Sam Graves (Missouri), is retiring this year, and is working diligently behind the scenes to get this done.

## 10-Year Plan Update (Darius Pakbaz) Pg 20-54

 [April\\_2026\\_STAC\\_Packet.pdf](#)

Purpose: This update discussed how the 10-Year Plan achieves PD-14 performance targets.

- These initiatives are fully or partially supported by "strategic funding (flexible state and federal resources allocated to projects that directly address PD-14 performance goals)."
- This plan significantly boosts funding for Asset Management to reduce backlogs in pavement and bridge maintenance and repair.
- Safety investments center on the Safe System Approach, focused on improving intersections.
- The plan supports Sustainable Transportation Choice options like Bustang, local transit, and active transportation.
- There were concerns with the legislature prioritizing Bustang over other more-effective investments, especially in urban areas that already have sufficient transit.
- CDOT identified major investment needs through a comprehensive approach that includes data analysis (e.g., addressing assets in poor condition, like pavement), community outreach, statewide planning and development studies, and metropolitan and rural regional plans.
- The final draft of the FY 2027-2036 10-Year Plan is expected to be presented to STAC in May, and STAC will then make a recommendation for the TC to adopt the plan. Once adopted, this plan will establish the framework for future project development, budget formulation, and the finalization of the subsequent Statewide Transportation Improvement Program (STIP).
- The Elmore's Corner project in Region 5 still needs pre-approval by TC in April before it can be included in the final 10-Year Plan.

## Electric Vehicle (EV) Program Update (Michael King) pg 55-79

 [April\\_2026\\_STAC\\_Packet.pdf](#)

Purpose: To provide an update on recent developments and ongoing progress in CDOT OIM's electrification and energy portfolio.

- This is CDOT's first EV update to STAC since 2022, so much has happened since then.
- Colorado already has significant GHG Reduction and EV Plan targets. CDOT's Clean Transportation "Wildly Important Goals (WIGs)" include increasing total state highway miles within a 30-mile travel buffer of direct current fast-charging (DCFC) stations from 83% to 85%, and increasing electrified Scenic and Historic Byways from 18 to 21, both by July 2026.
- Colorado ranked #1 in U.S. EV Sales in Q3 2025, with over 200K zero-emission vehicles (ZEVs) registered, and registrations increasing again (even after federal incentives expired).
- The Charge Ahead Colorado (since 2013) and Fleet-ZERO (since 2023) programs have helped to greatly expand the state's charging network.

- Direct Current Fast Charging (DCFC) Corridors and Plazas have also grown statewide.
- The National EV Infrastructure (NEVI) Program has provided \$56.5M to Colorado since 2021. NEVI was paused in February 2025, but re-started with new guidance in August 2025.
- Colorado's publicly-accessible fast-charging network has grown from 40% coverage in August 2020 to 82% coverage in March 2026.
- The Clean Transit Enterprise (CTE) has awarded \$45.5M to agencies statewide for electric buses, charging equipment, and related support since 2022. Various challenges have prevented this effort from expanding further, but ZEV Transit implementation continues nationwide.
- There were concerns over e-bike safety (including "e-motos" going 40 mph on trails). CDOT's e-bike safety efforts are addressing those concerns, but there is not yet sufficient data about that. CDOT's latest Statewide Travel Survey provides some more data on these growing trends.
- Completing the electrification of Colorado's Scenic and Historic Byway network is ultimately up to local stakeholders, but CDOT and the Colorado Tourism Office supports these efforts.

## Roadside Fire Mitigation (Shawn Smith) Pg.80-104

### April\_2026\_STAC\_Packet.pdf

- This presentation provided an overview of the actions taken and further discussions needed to address roadside vegetation management related to wildland fire mitigation already state highways.
- An emergency procurement declaration was approved and 10 Mil will be requested out of the TC maintenance reserve.
- The exceptionally dry and warm 2025-26 Winter Season has raised the conversation on the effects of vegetation, including trees and grasses with an emphasis on wildland fires.
- The exceptionally dry and warm 2025-26 Winter Season has raised the conversation on the effects of vegetation, including trees and grasses with an emphasis on wildland fires
- CDOT's Division of Maintenance and Operations (DMO) has identified the following objectives in its proposed and enhanced mitigation strategies for this season: Reduce Roadside Fire Starts; Protect Evacuation Routes; Maintain Mobility (open roads); Fuel break/ Control line (large fires); Safety of road users & sight distance; Visually Appealing Roadside; and Noxious weeds.
- CDOT's initial evaluation will target the Front Range and I-70 corridor, allowing for a broad project footprint by confining operations to highway-adjacent areas.
- CDOT recommends a heightened approach to vegetation mitigation before the summer, with a focus on reducing fuel loads along prioritized State highways: Remove diseased trees or trees that are greater than 50% dead; Chip slash/wood on-site and spread, remove larger blocks; Increase separation of larger vegetation based on zone designation; Cut stumps flush as identified in CDOT Specifications; and Remove ladder fuels, lower branches and combustibles.
- CDOT also recommends completing mechanical vegetation control by its internal Maintenance forces. For the removal of trees and lower branches of live trees, contractors and other government entities could complete this work and assist with removing such fuels.

- Staff will finalize this plan and opportunities to solicit proposals from contractors to perform the work once funding has been identified.
- CDOT will provide more public information soon, and will coordinate more with other agencies.
- All of CDOT's chemical applications are cleared through USDA, and required by law to minimize impacts on water supplies and wildlife.
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#### Other Business (Chair Gary Beedy)

- **The next STAC meeting is scheduled for Thursday, May 7, 2026, 8:30 am, in-person at CDOT HQ (2829 W. Howard Pl., Denver, CO 80204), but also with a virtual option.**

# Transportation Commission Meetings

## April 15-16, 2026

### Transportation Commission Workshop (TC) Notes

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

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

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

#### Joint TC/CTIO Workshop on Joint Service - Lisa Kaufman

**Purpose and Action:** Provide an update on negotiations with BNSF Railroad over the finance plan term sheet (terms of service and funds), more specifically for funds for appropriation of the design costs so that the design phase may initiate with anticipated finish by the end of 2026. The TC is being requested to adopt a supporting resolution in a special session scheduled for April 28, 2026.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 4-14).

#### Discussion

- Commissioner Ridder asked what happens if the future governor has different priorities? What obligations do we or Colorado have in relation to this project? What is our fiscal risk? Legislative intent for funds is established. Kaufman noted that SB 26-184 with CTIO Board authority has control over these funds with clear legislative intent.
- Commissioner Gutierrez 10-12 million dollars annually for maintenance and operations, what is the inflationary factor built in for these costs? Kaufman responded that annual costs are really between 25-35 million dollars annually. We still need an agreement with AMTRAK, but have access agreement for BNSF. Congestion fees grow faster than inflation from what is known. In year 10 to 15 we could add other projects due to additional funds coming into the project.

- Commissioner Jones congratulated Kaufman for the progress on this project. Asked how approval with other funding sources may hold things up on this project. All coordination has been positive to date for this streamlined approach. Only concern right now is the Initiative 175 that is being promoted currently that could influence where funds are routed to.
- Gina Sacripanti - Why was there a shift of dollars from RTD dollars to CTIO? SB 24-230 had the intent to not just complete just Northwest Rail but also the unfulfilled FasTracks projects - with the intent to restore faith from the public regarding ballots and fulfilling promises. Joint Service, Mountain Rail, Buses are priorities internally now based on projected funds, and we found we have more funds for Joint Service to take on a bit more.
- Commissioner Cook asked about what the New Starts Matrix is. It is a Federal Railroad Administration (FRA) safety certification process. 150 items on a matrix to certify the FRA process. Going through this now with Mountain Rail. Another question regarded the rolling stock. Kaufman noted that new arrows that were in Pueblo with the ability to serve different height platforms and fuels accommodate diesel. Arrows are a strong contender for the rolling stock.
- Design for RTD project may occur up to 90% compared to non-RTD projects at 30%.

## Joint TC/CTIO Workshop on Bustang - Paul DesRocher, Jeff Sudmeier, Piper Darlington, Emily Haddaway

**Purpose and Action:** To continue dialogue with the Transportation Commission regarding a Bustang funding solution for Fiscal Year (FY) 27 and alternative revenue options. No requested action, informational only.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 15-31).

### Discussion

- Executive Director Lew initiated the workshop.
  - A letter in the TC packet highlighted where CDOT is headed for in the next few months.
  - CDOT will find ways to fund both I-25 and I-70 corridors and fund bus service
- Commissioner Jones disappointing people not in a more collaborative position in terms of multimodal transportation. Perhaps for the future under another

administration. Director Lew noted we are focused on what is happening now, vs. focusing on options for the future at this time. There is value moving forward with our plans now. Jones noted this will need to be addressed in the future and agrees with moving forward and keep moving with all options available to us now.

- Commissioner Gutierrez is hoping any process used now will emphasize much more stakeholder engagement including the Interstate improvements and Initiative 175 supporters compared to the past. Director Lew assured Commissioner Gutierrez that stakeholder engagement is occurring and compromises are in the works and popularity of Bustang, and Hub in Loveland and Greeley. Have had coordination with stakeholders and memo is a response to that.
- Commissioner Gutierrez expressed issues with the use of the term excess toll revenues. I-25 EIS tolling lanes get started first, to generate revenue for construction of I-25 projects. CTIO is building from a huge pot of money, because funds anticipated to be used for I-25 projects. This was shared to convey and explain perspective from the Initiative 175 supporters. Director Lew noted that the 10-Year Plan is CDOT's answer to use of strategic funding for
- Director Sacripanti noted that the use of excess toll funds raises lots of questions for her constituency. A PPACG letter is concerned that user fees may be used outside of the corridor generating the funds. SB 24-184 guides how funds are spent. Are we able to use tolls? Per Director Lew explained that that toll dollars may be used on I-25 but not I-70.
- Commissioner Cook recommended decreasing fares to see a ridership revenue gain without any increased service costs. Commissioner Jones supported the use of this tool. Commissioner Bowman agreed. Using RTD staff for providing the service was also suggested by Commissioner Bowman.
- Advertising at stops was also a suggested revenue generator for Bustang.
- Commissioner Marcano requested an analysis of ridership increase rates vs. fuel price increase comparison.
- Increase of fuel prices on Bustang services, is not a concern presently as fuel is covered fuel price is negotiated in advance of purchase.
- Commissioner Jones requested long-term impacts of transit and improvements to traffic congestion, understanding the movement of people in different corridors to understand cross benefits of transit service.

# Condemnation Authorization Requests

**Purpose and Action:** CDOT Regions 3 and 4 seek condemnation authorization for these three projects.

- ROW Condemnation Authorization Request - Region 3, Proj. Code: 24873, Frisco I-70 Exit 203
- ROW Condemnation Authorization Request - Region 4, Proj. Code: 25147, CO 52 & CR 59 Intersection Improvements, Parcel RW-02, et. al.
- ROW Condemnation Authorization Request - Region 4, Proj. Code: 25147, CO 52 & CR 59 Intersection Improvements, RW-03, et. al.

CDOT staff is recommending TC approval of a resolution, in accordance with Colorado Revised Statute §43-1-208, granting approval to CDOT to initiate and conduct condemnation proceedings for this project.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 32-72).

## Discussion

- For the Region 3 project, CDOT appraisal is \$1.4 million with the property owner appraisal is over \$17 million.
- A Commissioner requested an explanation of the appraisal process for the Region 3 project.
  - CDOT used an independent appraiser, who has hotel appraisal experience.
  - Primary differences based on damages to the property that remains on the property. The hotel is not part of the acquisition.
  - Property owner used a different appraisal approach.
  - The land mass acquired is 12,000 square feet or about a quarter of an acre.
  - Lost parking could be exchanged for CDOT right-of-way available.
  - CDOT can request immediate possession and the landowner may contest.
- For the Region 4 project, the difference in appraisals is due to the cost to relocate the home on the site. It is believed that a settlement can be agreed to by both parties eventually.
  - There is an underground irrigation line that needs to be relocated for this project that is time sensitive, and this is the rationale to proceed

with the condemnation process. The intent is to continue negotiations with the property owner regarding the value of the property.

- No further concerns or questions were raised by Commissioners on these two projects.

## 10-Year Plan Workshop - Adjustments to US 160 Elmore's East Project - Darius Pakbaz and Julie Constan

### **Purpose and Action:**Purpose

This workshop outlined the proposed changes to the 10-Year Plan in Region 5 to fully fund Project 1334: US 1601 Elmore's Corner East. This project received approximately \$60 million federal INFRA grant and staff wants to ensure that this project can proceed without delay to ensure that this grant is not rescinded by the Federal Highway Administration. The Commission was asked to approve the changes, and pre-approve the usage of fiscal year 2027-2030 funds on Project 1334 to meet deadlines outlined in the background section of this memorandum. The action is to request approval of the changes presented and adopt the planning figures for Project 1334: US 160 Elmore's Corner East through resolution, allowing for staff to STIP and budget 10-Year Plan funds for this project.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 73-90).

### **Discussion**

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

## Budget Workshop

### **FY 2025-26 5th Budget Amendment and 7th Budget Supplement - Jeff Sudmeier and Bethany Nicholas**

**Purpose and Action:** The Division of Accounting and Finance (DAF) presented and then requested that the TC adopt the 5th FY 2025-26 Budget Amendment. DAF also presented and then requested that the TC adopt the 7th FY 2025-26 Budget Supplement.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 91-111).

## Discussion

- Commissioners asked if the Office of Innovative Mobility (OIM) funds going towards Bustang would impact the local agency funds? It was noted that other OIM programs/existing grant program projects would not be impacted by the funds set aside for Bustang.

## Bridge and Tunnel Enterprise Workshop FY 2025-26 9th Budget Supplement - Patrick Holinda

**Purpose and Action:** To request TC approval of the 9th Budget supplement to the FY 2025-2026 BTE budget. This month's budget supplement included requests for five projects across four CDOT Engineering Regions totaling \$38.1 million.

For more details regarding this workshop please see the [April 2026 TC Packet](#) (Pages 112-120).

## Discussion

- Commissioner Marcano asked about the lighting upgrade for EJMTs. All lighting components will be replaced in the tunnels from incandescent to LED lighting. Considering back up systems also.
- Jessica Myklebust noted changing light bulbs require lane closures for access and LEDs last so much longer, to help with traffic impacts, and the energy savings will result from the LED lights. It was noted that fluorescent bulbs are no longer available for purchase also.
- Commissioner Ridder noted the antiquated condition of lighting in the tunnels, and that will also reduce the potential for crashes in the tunnels with better lighting. Commissioner Cook agreed and promoted support for the approval of this project for funding.
- Commissioner Bowman thanked staff for the work to respond to the multiple crashes along I-70, yesterday, and for their impressive response.

# Transportation Commission (TC) Board Meeting

**Thursday, April 16, 2026 - 9:00 AM**

## **Call to Order, Roll Call**

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

## **Public Comments**

Public Commenters YouTube Video <https://www.youtube.com/live/8imwYmbmMYw>  
Timestamp 0:00 to 12:57.

Ean Tafoya, Green Latinos - Expressed support of a toll lane alternative for the I-270 project, and for CDOT to consider another alignment alternative vs. the preferred alternative noted currently, that is not environmentally sensitive or offers multimodal options along the I-270 corridor. Noted the toll lanes could fund a portion of the project, if they were a component of the project.

Kristin Stephens, Larimer County Commissioner and Chair of the North Front Range MPO - Conveyed Larimer County and NFRMPO support for the CDOT 10-Year Plan and thoughtful projects included for CDOT Region 4. We need a Safe resilient and reliable-transportation system. We appreciate CDOT's emphasis on multimodal options. Concerned with the status of Bustang funding. Recognized and thanked Commissioner Cecil Gutierrez for his support.

Jonathan Godes, Director, I-70 Coalition - Maintaining the current traffic pattern on I-70 is a critical life line in Colorado. PPSLs have been a great success. Concerned with Bustang service reductions due to lack of funding, and increase in traffic without Bustang. Encouraged the TC to use excess toll lane revenue to fund Bustang.

Claire Havelda, Real Estate Shareholder at Brownstein Hyatt Farber Schreck - Authorizing condemnation actions for regarding Project Number NHPP 0702-422, I-70 Exit 203 & SH 9, Town of Frisco, CDOT is seeking approval to initiate and conduct condemnation proceedings - Ms Havelda raised concerns with a perceived lack of good faith litigation for property with a hotel and other infrastructure. ROW report appraisal conducted by owner, is far more accurate than what CDOT staff noted in their appraisal. Property owner document contained 231 pages and CDOT has not provided proper documentation to support their appraisal. Noted that the property

owner will fight this appraisal if no common ground is reached. Additional litigation would take time for CDOT staff and the property owner. Requested CDOT to obtain a proper appraisal in good faith. Requested the TC to please deny the request for approving condemnation proceedings for this property. Commissioner Cook received the letter from Claire Havelda as well. Other written comments were submitted by three citizens, and the Pikes Peak Area Council of Governments (PPACG).

For more details on public commenters who signed up and any written comments that may have been submitted to the TC, please reach out to the TC Secretary, Herman Stockinger at [herman.stockinger@state.co.us](mailto:herman.stockinger@state.co.us).

### Comments of the Chair and Commissioners

- Commissioner Masters: Noted work on potholes, and echoed comments of Chief Stefanik. Stressed use of a seatbelt. Data coming out indicates the use of seatbelts is not as high as we think. This is a Please Do - save a life.
- Commissioner Hart: Echoed safety comments of Chief Stefanik and Commissioner Masters. Stressed the need to slow down and not speed. Motorists need to be prepared for changing weather conditions. High speeds and bumper to bumper traffic prior to events contribute to severity of crashes. Enjoyed TC workshop presentations this month and last month. Fire mitigation is important, and making sure we have good access points for evacuation. Two Joint Sessions one on the Joint Service Agreement for passenger rail is exciting. Conversations over funding Bustang were impressive. Prompted folks to come up with positive alternatives - if proposing to not do something, come up with options on what to do instead.
- Commissioner Bowman: Noted how much work to complete while traveling on Bustang. Attended a Scenic Byways event - 2026 Award for View Shed Improvement. Bowman thanked CDOT for the safe and efficient management of I-70 crash 75 car pile up. Also stressed maintaining a safe speed limit while driving. The third lane on Vail Pass opened early and the Commissioner congratulated Region 3 for this, and congratulated all of CDOT for the interstate pavement condition improvements.
- Commissioner Jones: Challenges facing our transportation system - reading reports of the long-bill at the state legislature. Dealing with a \$1.5 Billion deficit. Initiative 175 is out there. Thirty percent of the population can't drive or afford to drive. Transportation is the largest contributor to ozone and GHG, and impacts health too. Also the drought conditions in Colorado is a concern. Heat causes faster road deterioration. \$150 million to deal with these changes just for one county in Colorado. We have real challenges to face in the future. People need different mode choice to help address these challenges.

Appreciate conversations surrounding Bustang. We need to collaborate to find solutions, and we are up to this task.

- Commissioner McLachlan: Thanked for all the comments made today especially safety and Bustang. Still a long trip from Durango, but Mountain Rail would take care of that. Having 2026 Remembrance Day at LaPlata County Fairgrounds. Working with Julie Constan regarding the Elmore's Corner project. Driving to Alamosa today and meeting with San Luis Valley regarding their access control plan.
- Commissioner Ridder: Thanked CDOT staff at Routt County meeting. Thanked CDOT staff regarding briefing him on the West Denver Rail stop issue. This weekend snow is anticipated in the high country, so there may be ice, please drive carefully.
- Commissioner Marcano: Thanked staff for great workshops yesterday, stressed importance to keep Bustang operational, helping with traffic, and air quality. Land use around transit hubs is critical. Multimodal options are necessary. Single Occupancy Vehicles (SOVs) take up more space, and the Front Range Passenger Rail is important and stressed that people be engaged in this project that is an economic driver, and a quality of life improvement.
- Commissioner Barrett: Fellow Commissioners covered comments and thanked CDOT staff for yesterday's presentations, and thanked the other Commissioners for their comments.
- Commissioner Gutierrez: Other Commissioners covered his comments.
- Chair Cook: Echoed other Commissioners comments. Appreciated CDOT's coordination with other state agencies - for example wildfire mitigation. Glad to attend the remembrance event this year and encouraged attendance.

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

- Interstate Pavement in Poor Condition graphic was shared. CDOT's 2025 data indicates 1.6% of interstate pavement is considered poor, well below the federal target of 5%. This improvement occurred between 2022 and 2025. CDOT moved the needle on this performance target from 3.2% to 1.6%. Seeing a good trend of 50.6% in good condition above the 47.0% target. Related to condition deterioration is also being evaluated and considered to assist with addressing this situation.
- The Executive Director expressed using her time to report to show the good work by CDOT staff that makes a difference.

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

- Next week is National Work Zone week to highlight the upcoming construction season, and to highlight the workers lost during their service while working in these zones. Intent is to bring this upfront in drivers minds to slow down in

work zones and be observant and safe while driving. Various events occurring across the nation on this.

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

- CTIO Board Meeting - Sky Winter Park Ski Train Expansion was covered. Updated statistics for this service. Ridership was still up even with lack of snow, with \$9 fare day. Trip to Fraser was popular. Lots of folks coming from DIA and taking rail and bus to mountains instead. This trip is now lower cost and more equitable service. More families are riding. Using the congestion impact fee for this successful program.

## **FHWA Report - John Cater**

- New phase of initiative - Every Day Counts (EDC) using proven under utilized tactics to improve transportation. Since 2012 every two years have shared innovations that fall into this category. Provided technical support to promote these tactics. Colorado has been a great implementor for: roundabouts among many others.
- Several EDDC 2026-2027 Initiatives noted:
  - Advancing Nighttime Work Zone Safety
  - Beyond Big Build - Innovative Project Delivery Methods - Colorado is a leader in this.
  - Connected Corridors - less of an issue in Colorado - managing incidents when they occur across state lines.
  - Integrated Digital Project Delivery -retention of digital construction files for project history
  - Mapping utilities earlier in the process - Colorado is a leader for this.
  - Unmanned Aerial Services Innovative Infrastructure Management

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

- STAC meeting on April 2, 2026
- Key topics included the 10-Year Plan, Electric Vehicle Infrastructure Update, and Roadside Fire Mitigation
- Thank you from STAC deliberating on how to get Bustang funded.
- CDOT has serious funding shortfalls to maintain the roadway system, we want to be sure our messaging does not convey something to the contrary. Expressed concerns with fees going to projects intended.
- US 385 renewable energy transport is a concern for rural roadways along east I-70 area, more infrastructure impacts from wind turbine transport.

- STAC on May 7, 2026 is in person at CDOT HQ.

### **Legislative Report - Emily Haddaway**

- The 2027 Budget was introduced and moved through the Senate quickly on second reading. Discussion on MMOF - two orbital bills attached to the long bill. 26 1398 and 26 1399 made provision to last only one year of funding cuts.
- Reporting After Fatal Car Crashes passed
- Safety Modifications Bill passed
- Statutory Clean Up Bill is still in the running
- Wildlife Collision Collection is also still in the running
- Two Speed Camera Bills are alive - CDOT is tracking
- Lots of other bills CDOT is monitoring.

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of March 19, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: FY 26 \$150-\$300k Maintenance Projects
- Proposed Resolution #4: 10-Year Plan Changes Related to U.S. 160, Elmore's East

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

### **Discuss and Act on Proposed Resolution #5: ROW Condemnation Authorization Request - Region 3, Proj. Code: 24873, Frisco I-70 Exit 203 - Keith Stefanik and Jason Smith**

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

### **Discuss and Act on Proposed Resolution #6: ROW Condemnation Authorization Request - Region 4, Proj. Code: 25147, CO 52 & CR 59 Intersection Improvements, Parcel RW-02 and RW-03, et. al.**

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

### **Discuss and Act on Proposed Resolution #7: FY 2025-26 Budget 7th Budget Supplement - Jeff Sudmeier and Bethany Nicholas**

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

## **Discuss and Act on Proposed Resolution #8: FY 2025-26 Budget 5th Budget Amendment - Jeff Sudmeier and Bethany Nicholas**

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

### **Scenic Byways Program Award**

Darius Pakbaz, Division of Transportation Director announced that the Scenic and Historic Byways program was awarded a View Shed Improvements Award by the National Scenic Byway Foundation on April 3, 2026. This recognition stems from new statewide design guidelines developed by a CDOT Landscape Architect to protect and enhance scenic corridors. Pakbaz recognized Pam Cornelisse, CDOT Landscape Architect; Lenore Bates, Scenic Byways Program Manager; and Trent Hart, CDOT DTD Environmental Specialist. Commissioner Bowman expressed appreciation for this work, and being honored to serve on the Colorado Scenic Byways Commission.

### **2025 CDOT Environmental Awards**

Darius Pakbaz introduced Troy Halouska, CDOT DTD Environmental Specialist, who announced the environmental award winners.

#### **Innovative Environmental Process Award**

Floor is Lava: Completing Complex Bridge Work While Avoiding Sensitive Resources Below

- **Team Members Involved:** R2 South Program Design: Jennifer Sparks, Laurel Jones, James Sawaya, Jesse Valdez, and Kevin Pilgrim (Hydraulics); R2 South Program Construction: Roger Graham, Zach Bay, Troy Branom, and Kelly Melgoza; CDOT Environmental: Summer Slama (R2), Becky Pierce (EPB), Kristin Salamack (EPB), Hannah Braun (EPB), Greg Wolff (EPB), Nicole Peavey (EPB), and Craig Clark (R2); CDOT Staff Bridge: Joel Johnson and Johan Bjorkquist; Myers and Sons Construction: Tony Strain and Sebastian Hayes

#### **Environmental Support by Maintenance Award**

Cache la Poudre River Emergency Remediation

- **Main Team Members Involved:** Region 4 Maintenance: Rocky Winters, TMII; John Mahin, TMIII; Macgregor Wright, EOIII; Justin Allbrandt, EMIII; Sean Smeltzer, TMI; Eric McCall, TMII; Matt Vogel, TMI; Shawn Sears, TMI; Mandy Williams, TMI; Zach Girard, TMI; Jesse Ross, LTC Ops; Region 4 Environmental: Jason Roth, EPS

#### **Special Environmental Contributor Award**

Jane Hann, Environmental Programs Branch Manager (Retired)

- Jane served as the CDOT EPB Manager and had a CDOT career of 22 years
- Hann initiated many environmental and sustainability programs. Water Quality compliance program among many others.
- Jane contributed her generous nature and spirit for those she worked with.

### **Best Environmental Project Award**

#### Geologic Point of Interest Trails

- **Main Team Members Involved:** Andrew Malewski - CDOT PM; Tom DiNardo - CDOT Program Resident Engineer; Molly McCray - Consultant PM, David Evans and Associates, Inc; Adam Barnard - Landscape Architect Goodbee & Associates; Mariko Tominaga - Senior Landscape Architect Goodbee & Associates; Jamie Shapiro - Environmental PM and Historian, R1; Nathan Rogers, Geologist, Colorado Geological Survey; James Hagadorn, Tim & Kathryn Ryan Curator of Geology; Cal Ruleman, USGS; Donna Anderson, CO School of Mines (retired) / Independent Geologist

### **TC Nominating Committee**

Chair Cook appointed a nominating committee for TC leadership to elect a chair and vice chair, for FY 2027 starting on July 1, 2026.

- Diane Barrett, Chair
- Terry Hart
- Todd Masters

### **Adjournment**

The TC Board Meeting was adjourned at approximately 10:50 am.

The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, May 20-21, 2026.



**COLORADO**

Department of Transportation

# Safety Enhancements for Vulnerable Users

## Region 1 Traffic and Safety

### Statewide Transportation Advisory Committee

May 7, 2026



# Presentation Overview

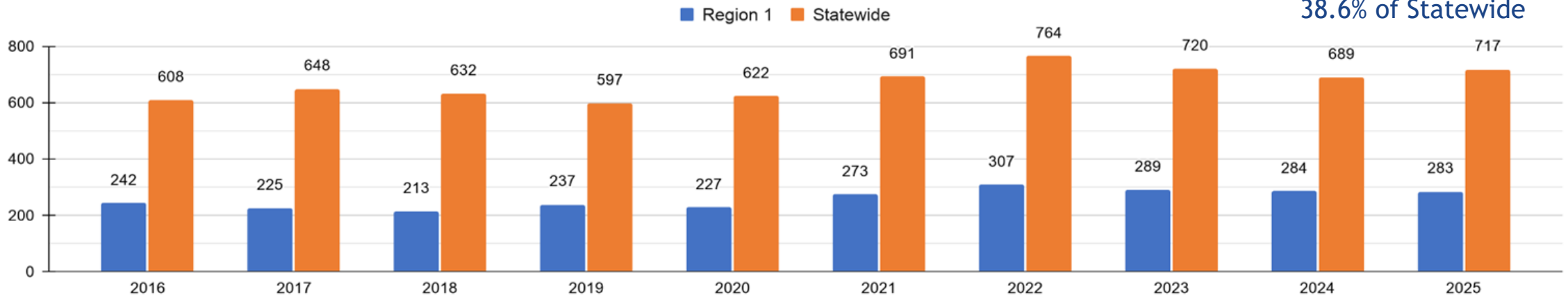
- Region 1 Crash Data
- Approaches to reduce Vulnerable Road User (VRU) crashes
  - Bike and Pedestrian Study
  - Technology:
    - Light Detection and Ranging (LiDAR) Kipling & 44th
- Lower Tech Solutions
- Challenges
  - Quick advancement of technology
  - Maintenance



# Crash Data

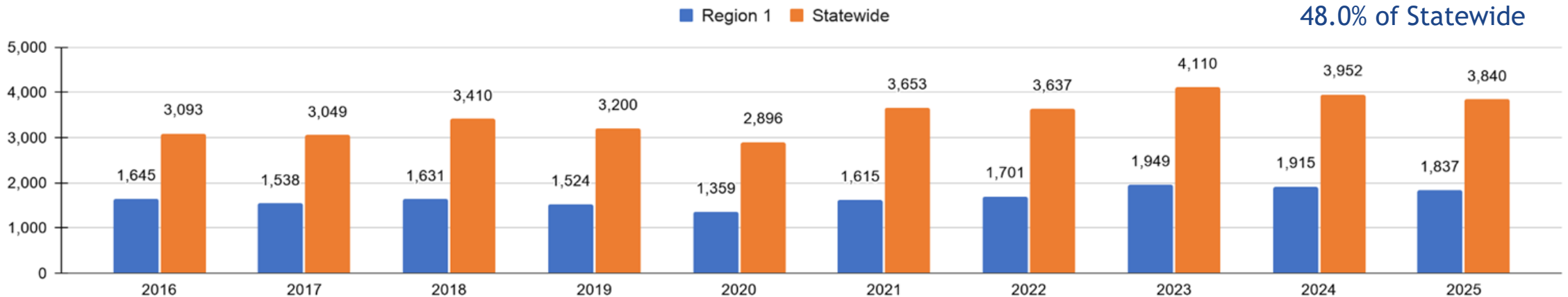
## Fatalities

Region 1 (2016-2025)  
38.6% of Statewide



## Serious Injuries

Region 1 (2016-2025)  
48.0% of Statewide

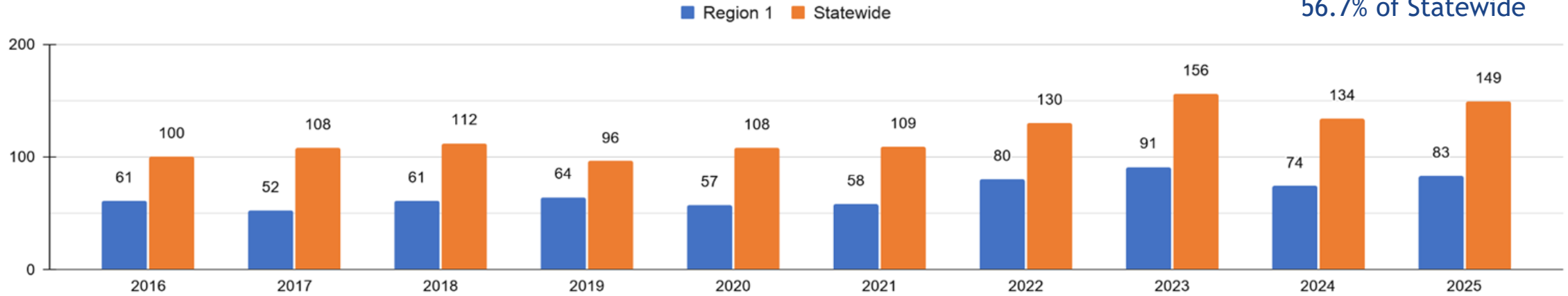




# Vulnerable Road User (VRU) Crash Data

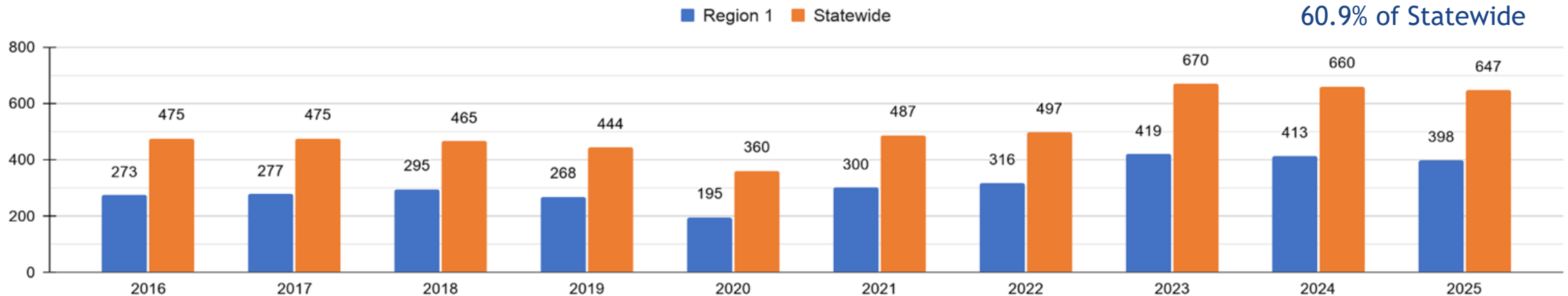
## Pedestrian and Bicyclist Fatalities

Region 1 (2016-2025)  
56.7% of Statewide



## Pedestrian and Bicyclist Serious Injuries

Region 1 (2016-2025)  
60.9% of Statewide





# CDOT Region 1 Bicycle and Pedestrian Study: Part 1

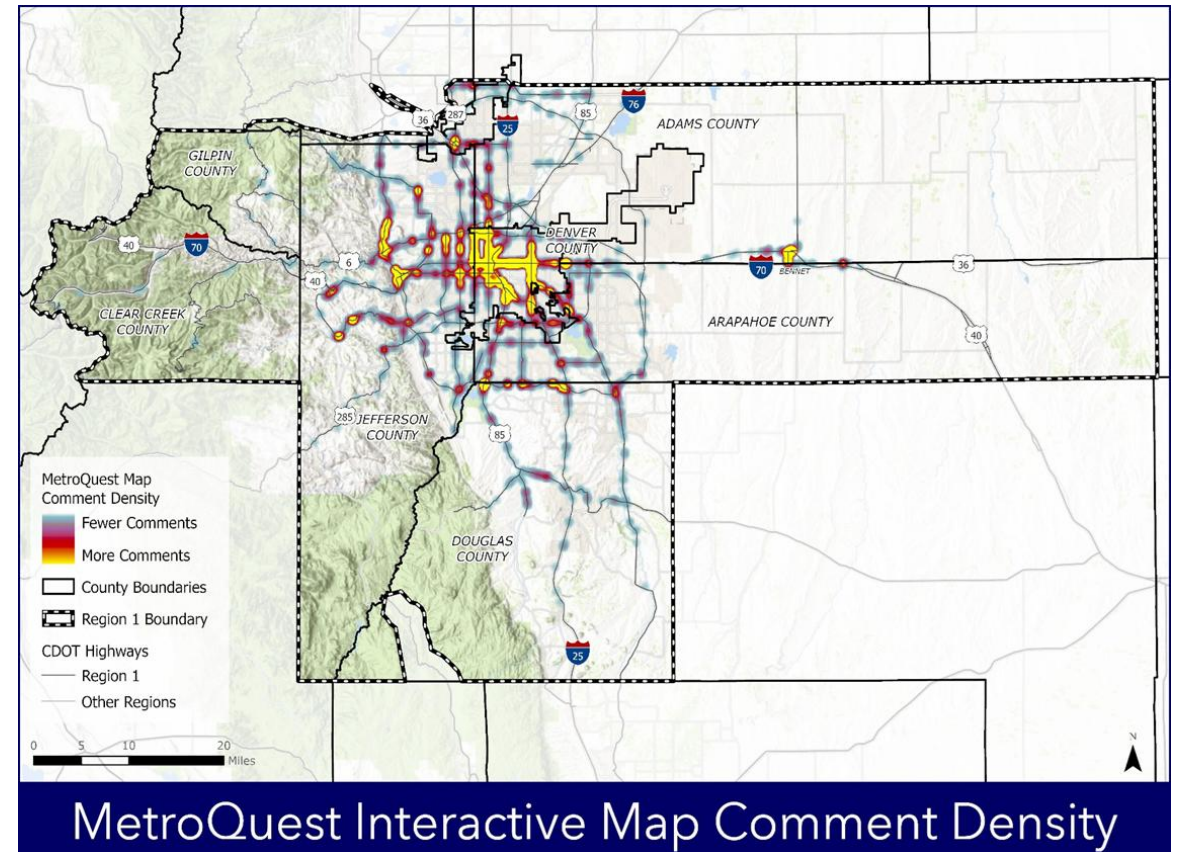
- Study Area includes all CDOT roadways within Region 1
- Purpose of the study
  - Improve safety for people Walking and Biking on CDOT Region 1 Roadway
  - Reduce crashes, serious injuries, and fatalities for VRUs
  - Target highest risk locations using crash data, systemic risk and community input
  - Deliver prioritized, fundable projects ready for design and construction





# CDOT Region 1 Bicycle and Pedestrian Study: Part 2

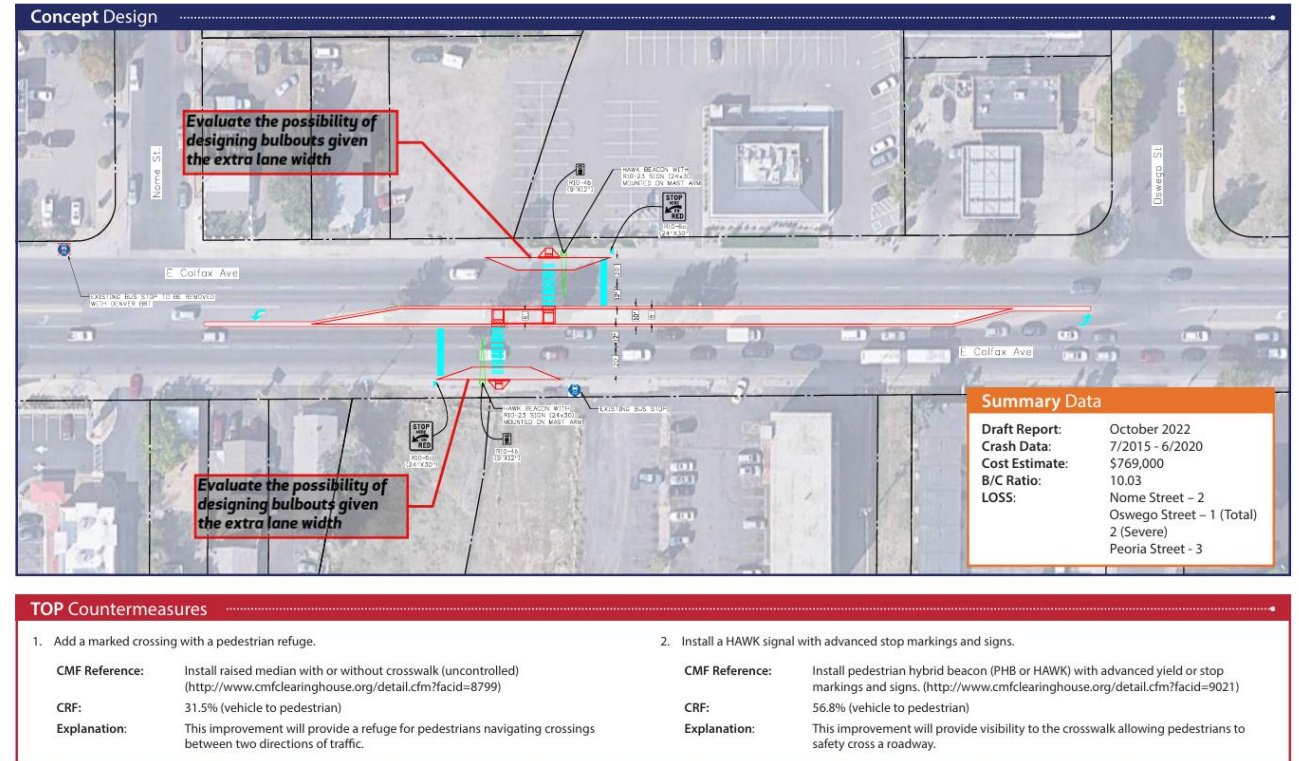
- Used Innovative Public Engagement (Data, Not Just Feedback)
  - Modern Map-Based Community Input
    - Interactive map based survey (MetroQuest) open for 6 weeks.
    - Over 2300 participants and over 5800 location specific inputs
    - Identified community prioritized safety hot spots and cross referenced with systemic risk
- Relevance
  - Moves beyond anecdotal feedback
  - Aligns community concerns with measurable safety risk
  - Strengthens grant competitiveness and transparency





# CDOT Region 1 Bicycle and Pedestrian Study: Part 3

- From Study to Construction
  - 5 priority locations in design & ready to advertise
  - 6 project locations advancing for Highway Safety Improvement Program (HSIP)/Funding Advancement for Surface Transportation and Economic Recovery (FASTER) funding and/or funded





# LiDAR: 44th and Kipling Bike and Pedestrian Synopsis

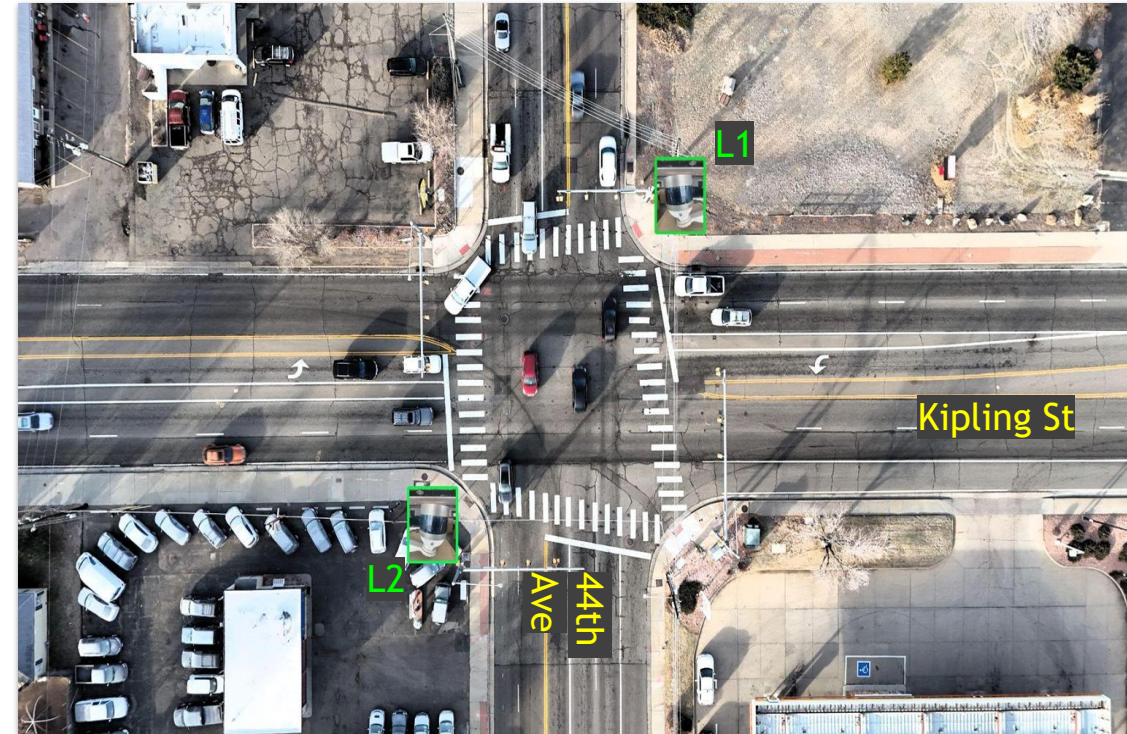




# Project Location

## Kipling and 44th Intersection

- Location: Wheat Ridge, Colorado
- Intersection type: Major arterial with multiple approaches and heavy multimodal activity
- Approach characteristics:
  - Multiple throughs, left-turn, and right-turn lanes
  - Dedicated pedestrian crosswalks on all legs
  - Bus stops and commercial activity generating high pedestrian demand
- Site Highlights
  - All vehicle approaches and crosswalks monitored
  - Pedestrian and bike activity evaluated on all legs
  - Historical crash data integrated to assess safety performance





# Study Approach

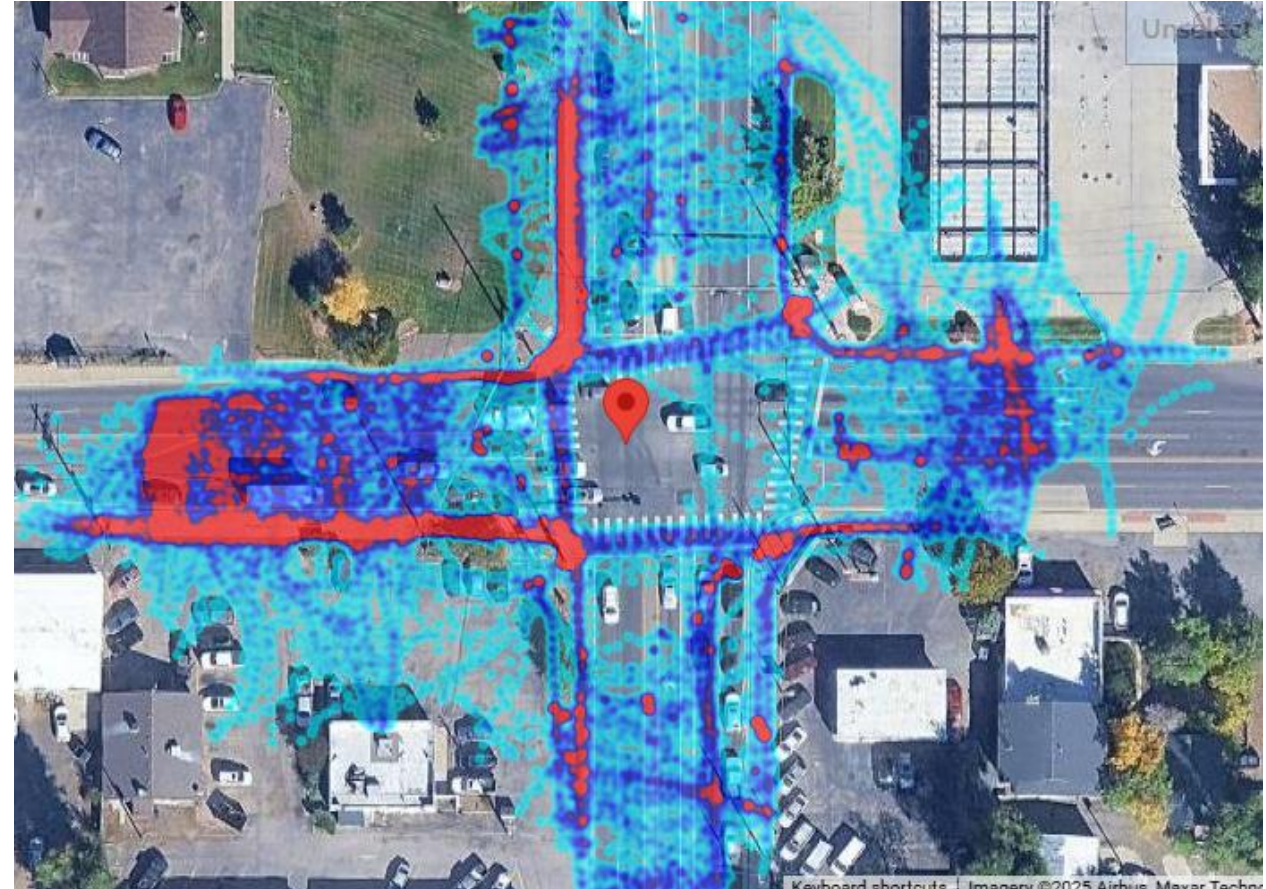
- **Data Accuracy Assessment**
  - Compared LiDAR vehicle, pedestrian, and bike counts to manual ground truth data over six seasonal evaluation days (15 minute intervals).
- **Operational Reliability Testing**
  - Verified LiDAR phase actuation first in shadow mode, then as the primary live signal control source over a continuous 30 day test.
- **Advanced Safety Analytics**
  - Analyzed near miss events using Post-Encroachment Time (PET) and validated hot spots against historical crash data (2018 to 2024).
- **Environmental Robustness Check**
  - Evaluated performance across different times of day and weather conditions (clear, rain, snow)





# Out-of-Crosswalk Pedestrian Behavior

- **Advanced Safety Insights**
  - Frequent crossings detected outside of marked crosswalks
  - Notable hot spots: West leg (East Bound/West Bound): Near bus stops, liquor store, East leg (East Bound): Near gas station and laundromat
- **Safety Insights**
  - Despite available crosswalks, many pedestrians choose mid-block or shortcut paths
  - Highlights potential jaywalking risk zones
  - Data supports targeted safety interventions (e.g., fencing, curb adjustments, additional signage)





# Recommendations

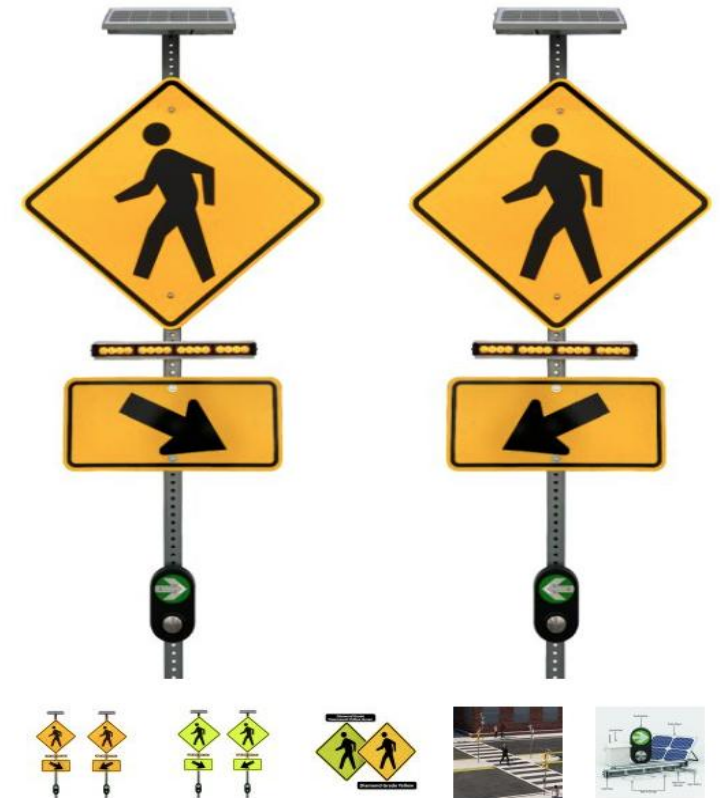
## Recommendations for Future Evaluations

- Expand to more intersection types (e.g., high-speed corridors, complex urban layouts)
- Evaluate longer-term seasonal impacts and extreme weather
- Integrate data into adaptive signal control strategies
- Further analyze pedestrian trajectory patterns to inform crosswalk or signal design changes



# Low Tech Solutions

- Rapid Rectangular Flashing Beacons (RRFBs)
- Motion Activated Solar Lights
- Blank out signs
- Pavement Markings





# Low Tech: Blank Out Signs





# Low Tech: Pavement Markings





# Challenges

- **Bike/Ped Project Implementation:**
  - Project Bundling for Economies of Scale
  - Utility Conflict
- **Technology Solutions**
  - Changing Technologies
  - Cost of Implementation
- **Long Term Maintenance**
  - Theft and Vandalism





**COLORADO**

Department of Transportation

# Thank You

- For questions or comments, please contact:
  - Angie Drumm, Region 1 Deputy Director of Traffic & Safety
    - Email: [angie.drumm@state.co.us](mailto:angie.drumm@state.co.us)
  - Alazar Tesfaye, Region 1 Traffic Program Engineer
    - Email: [alazr.tesfaye@state.co.us](mailto:alazr.tesfaye@state.co.us)
  - Alvin Stamp, Traffic Resident Engineer
    - Email: [alvin.stamp@state.co.us](mailto:alvin.stamp@state.co.us)



## Central Federal Lands Highway Division

May 15, 2026

**To:** Federal Land Management Agencies  
Colorado Department of Transportation  
State Agencies  
Regional, County, and Local Governments  
Tribal Governments

### **Request for Project Applications Colorado Federal Lands Access Program**

The Federal Lands Access Program (FLAP) presents an exciting opportunity for improvements to state, county, tribal, and local government owned or maintained transportation facilities that provide access to, are adjacent to, or are located within federal lands.

The Colorado Programming Decisions Committee (PDC) is currently soliciting project applications to develop a program of transportation projects for the next 2-4 federal fiscal years. The approximate federal program funding availability for Colorado is approximately \$16.5M/yr.

**Deadline for Submittals:** August 31st, 2026

**Link to CO FLAP Page & Application:** <https://highways.dot.gov/federal-lands/programs-access/CO>

#### **Eligibility**

- Any public transportation facility that is owned or maintained by any state, county, local government, or tribe, and that provides access to federal lands.
- The project proposes improvement to any public highway, road, bridge, trail or transit system located on or adjacent to federal lands, typically no farther than 10 miles away.
  - Federal lands are lands in the United States owned by the federal government. Land leased to a Federal Land Management Agency is not eligible.
  - Tribal roads maintained by the tribe are eligible, but the roadway must access federal lands other than tribal (i.e. a NPS, FWS site, etc.).
- The FLAP has no local match requirement, however local leveraged funds may be appropriate to propose depending on the project. See attached FAQ for more info.
- Confirm support from the Federal Land Management Agency (FLMA) site accessed by the project.

## Eligibility (cont.)

The following elements are also eligible for inclusion in any proposal:

- Adjacent vehicular parking areas, including interpretive panels
- Acquisition of necessary scenic easements and scenic or historic sites
- Facilities and infrastructure for pedestrians and bicycles
- Environmental mitigation in or adjacent to Federal land to improve public safety
- Improvements to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Construction and reconstruction of roadside rest areas, including sanitary, and water facilities
- Contextual wayfinding markers, landscaping, and mitigation of visual blight

## Project Preference

Per legislation, preference must be given to transportation facilities providing access to federal high-use recreation sites and federal economic generators.

## Applicant Information Webinar

This webinar is not mandatory, however potential applicants interested in the program are encouraged to attend. A recording of the webinar will be available at the state's FLAP website.

*Information for live webinar:*

- Date: Tuesday June 2nd, 2026
- Time: 1:00PM – 3:00PM Mountain Time
- **Join Google Meet**
- Meeting code: [meet.google.com/xhq-btub-ztr](https://meet.google.com/xhq-btub-ztr)
- Phone Numbers (US)
- +1 612-400-9322
- PIN: 396 586 273#

**For a calendar invite to the webinar, send a request to:** [Andrew.Valdez@dot.gov](mailto:Andrew.Valdez@dot.gov)

## Colorado Programming Decisions Committee (PDC):

- Julia Dietsch, Colorado FLAP Program Manager, [julia.dietsch@dot.gov](mailto:julia.dietsch@dot.gov)
- Keith Stefanik, Chief Engineer, Colorado DOT, [keith.stefanik@state.co.us](mailto:keith.stefanik@state.co.us)
- John Liosatos, Transportation Director Pikes Peak Council of Govts., [jliosatos@ppacg.org](mailto:jliosatos@ppacg.org)

## Program Contact Information:

Questions about the application process or the Federal Lands Access Program can be directed to:

- Andrew Valdez, Planning Team Lead, (720) 963-3329, [Andrew.Valdez@dot.gov](mailto:Andrew.Valdez@dot.gov)

## Federal Land Management Agency Specific Contacts:

Agency	Name	Email
National Park Service	Sena Wiley	<a href="mailto:Sena_Wiley@nps.gov">Sena_Wiley@nps.gov</a>
National Park Service	Margot Chalmers	<a href="mailto:margot_chalmers@nps.gov">margot_chalmers@nps.gov</a>
U.S. Fish and Wildlife Service	Michael Smith	<a href="mailto:michael_d_smith@fws.gov">michael_d_smith@fws.gov</a>
U.S. Forest Service	Miles Barkhurst	<a href="mailto:Miles.Barkhurst@usda.gov">Miles.Barkhurst@usda.gov</a>
Bureau of Land Mgmt.	Kris Chesonis	<a href="mailto:kchesonis@blm.gov">kchesonis@blm.gov</a>
U.S. Bureau of Reclamation	Tara Piper	<a href="mailto:tpiper@usbr.gov">tpiper@usbr.gov</a>
Army Corps of Engineers	Allison Walker	<a href="mailto:Allison.H.Walker@usace.army.mil">Allison.H.Walker@usace.army.mil</a>

**Tentative Schedule\*:**

Phase	Applicant Action Items
<p><b>Call for Projects Open for Submittals:</b>  <i>June 1, 2026 to August 31, 2026</i></p>	<p>Prepare and submit applications. Coordinate with FLMA sponsor. See checklist at <a href="https://highways.dot.gov/federal-lands/programs-access/CO">https://highways.dot.gov/federal-lands/programs-access/CO</a> to ensure submittal includes all required forms and supporting materials.</p> <p><b>Final Date to Submit: August 31, 2026</b></p>
<p><b>PDC &amp; FLMA Review of Applications:</b>  <i>September 2026 - December 2026</i></p>	<p>Respond to requests from PDC for additional clarification to assist in review.</p>
<p><b>Project Selection &amp; Applicant Notification:</b>  <i>January 2027</i></p>	<p>Applicant is notified of selection or non-selection. Shortlisted applicants execute a Memorandum of Agreement for project scoping effort.</p>
<p><b>Scoping of Short-listed Projects:</b>  <i>April 2027 - July 2027</i></p>	<p>Engage with FHWA-CFLHD in scoping, including providing requested documents and information. Typically, a site visit and meetings will occur.</p>
<p><b>Final Program Decisions:</b>  <i>August 2027</i></p>	<p>Following scoping, the PDC will make a final program decision. Selected applicants will receive a notification letter that the project was accepted into the final program of projects. CFL will prepare a Memorandum of Agreement for the applicant's signature.</p>
<p><b>Project Implementation:</b>  <i>2029-2030</i></p>	<p>Assign project representative to coordinate with FHWA-CFLHD throughout project.</p>

\* All dates except the Call for Projects Final Date to Submit are approximate. See website for updates.

**How do I submit a project application?**

1. Complete the Colorado Federal Lands Access Program Application found at <https://highways.dot.gov/federal-lands/programs-access/CO>
2. Obtain endorsement from the appropriate Federal Land Management Agency (FLMA) or agencies
3. Send your completed project application via E-Mail to [cfl.planning@dot.gov](mailto:cfl.planning@dot.gov)

**Attachments:** Frequently Asked Questions



### **General Information.....2**

- What is FLAP?
- Who is Federal Lands Highways?
- What is the Programming Decisions Committee (PDC)?

### **Eligibility.....2**

- Who is Eligible to Apply?
- Are There Other Eligibility Requirements?
- What Federal Lands Are Included?
- What Kind of Projects Are Preferred?
- Can I Apply for Maintenance Projects?
- Can I Apply for Planning Studies?
- What is a Typical Project Size?

### **Funding Requirements.....3**

- Is There a Match Requirement?
- Any Requirements on Non-FLAP Funds?
- Does FLAP Accept In-Kind Contributions?
- Do I Need the Non-FLAP Funds Now?

### **Application.....4**

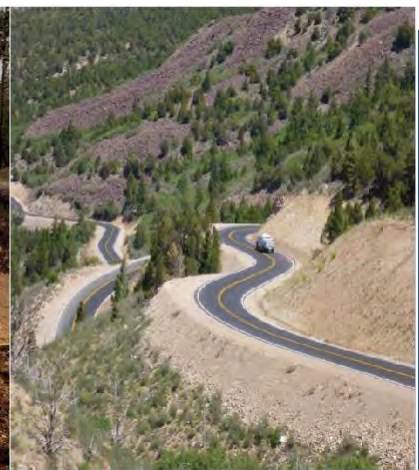
- How Do I Submit My Project Application?
- What Supporting Documents Do I Need?
- What About NEPA and ROW?

### **Project Evaluation.....4**

- How Will Projects Be Evaluated?
- What if My Project is Selected?
- What if My Project is Not Selected?

### **Project Delivery.....5**

- Which Agency Will Deliver the Project?



## General Information

### What is FLAP?

FLAP is the Federal Lands Access Program. Its goal is to “*Improve transportation facilities that provide access to, are adjacent to, or are located within federal lands.*” More information, including information specific to your state, can be found at the FHWA FLAP homepage: <https://highways.dot.gov/federal-lands/programs-access>

### Who is Federal Lands Highways (FLH) of the Federal Highway Administration?

Our mission is “*Improving transportation to and within federal and tribal lands by providing technical services to the highway/transportation community, as well as building accessible and scenic roads that ensure the many national treasures, within our federal lands, can be enjoyed by all.*” FLH has three division offices: Western, Central, and Eastern. Learn more about us here: <https://highways.dot.gov/federal-lands/about>

### What is the Programming Decisions Committee (PDC)?

Each state has a three-party Programming Decisions Committee (PDC), made up of a federal, state, and local representative, that make programming decisions for the FLAP. PDC responsibilities include:

- Develop their own state’s processes and evaluation criteria
- Establish the next ‘Call for Projects’
- Review applications
- Shortlist and select projects
- Monitor the health of the Program of Projects

## Eligibility

### Who is Eligible to Apply?

Any state, county, local government, or tribe that owns or maintains a public transportation facility providing access to federal lands is eligible. In most cases, the project should be no farther than 10 miles from federal lands. If at the time of submitting your application, the Federal Land Management Agency (e.g., National Park Service, Forest Service) owns and maintains the transportation facility, but the maintenance responsibility will be transferred to a non-federal agency (i.e. county), the project is eligible. The applicant and FLMA must provide a statement indicating intent to transfer maintenance responsibility if the project is chosen.

### Are There Other Eligibility Requirements?

The following types of projects are eligible for funding under FLAP (additional information at [FHWA.gov](https://www.fhwa.gov)):

Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, context-sensitive solutions, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to (typically within 10 miles), or that provide access to, Federal land, and

- Adjacent vehicular parking areas, including interpretive panels
- Acquisition of necessary scenic easements and scenic or historic sites
- Infrastructure and facilities for pedestrians and bicycles
- Environmental mitigation in or adjacent to Federal land to improve public safety
- Improvements to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Construction and reconstruction of roadside rest areas, including sanitary, and water facilities
- Contextual wayfinding markers, landscaping, and mitigation of visual blight

### What Federal Lands are Included?

Federal lands are lands in the United States owned by the federal government. Land leased to a Federal Land Management Agency is not an eligible federal land destination. Most federal lands are administered by the Bureau of Land Management (BLM), U.S. Fish and Wildlife Service (FWS), the National Park Service (NPS), the U.S. Forest Service (USFS), the Bureau of Reclamation (BOR), the U.S. Army Corp of Engineers (USACE), or other U.S. Department of Defense (DOD) lands. The federal lands being accessed via the proposed FLAP project must be accessible to the public.

Tribal roads maintained by the tribe are eligible, but the roadway must access federal lands other than tribal (e.g., a FWS site).

In the case of a BOR or USACE owned or managed reservoir/lake where access to the water is through a state or county park, the roads leading to or within the park are eligible, if owned or maintained by a non-federal entity. The federally-owned reservoir/lake is an eligible federal land destination.

Visit the [FLAP program website](#) to see a map of federal lands in your state. If you need to verify if your project accesses an eligible federal land destination, please reach out to Central Federal Lands ([cfl.planning@dot.gov](mailto:cfl.planning@dot.gov)).

### What Kind of Projects are Preferred?

Per legislation, preference must be given to transportation facilities providing access to federal high-use recreation sites and economic generators. Those are defined as:

- Federal Recreation Site: Any site used by the public to recreate on federal public lands. Note, “high-use” is a relative term for your region/local area/regional population. In other words, an extremely popular recreation site in one state or region will not be compared to a recreation site in another region.
- Federal Economic Generator: Any use of/on federal lands that increases investment and/or aggregate economic activity for a local community and/or region.

### Can I Apply for Maintenance Projects?

Yes, maintenance projects are eligible, but the PDC preference is typically not given to maintenance-only projects (i.e. crack sealing, chip seal, potholes, or drainage repair).

### Can I Apply for Planning Studies and Design Projects?

Yes, transportation planning and research projects are eligible. If you are considering applying for a planning study or design only, please reach out to Central Federal Lands ([cfl.planning@dot.gov](mailto:cfl.planning@dot.gov)) to discuss your application, what information to provide the PDC, and details about your planning study or design effort.

### What is a Typical Project Size?

Project size is primarily dependent on the yearly program allocation by state. Based on the yearly allocation, PDCs generally try to select projects of varying size and geography to maximize benefit of the program. Check the [FLAP homepage](#) to see each state's yearly allocation and examples of past projects.

## Funding Requirements

### Is There a Match Requirement?

The FLAP program no longer has a match requirement, and FLAP funds are eligible to fund up to 100 percent of the project's costs. Funding from sources other than FLAP (e.g. grants, direct funding, discretionary sources, etc.) are allowed but cannot be used as a factor in the evaluation of projects. However, there are situations where an applicant may consider including non-FLAP funds in a project, particularly where a project includes elements that are tangential to the intent of the FLAP program. For example, a county applies to re-build a section of highway that provides access to a national forest, but only 50 percent of the vehicles on the highway are accessing the forest while the remaining traffic is pass-through or local traffic. To be competitive with other projects that are fully dedicated to improving access to federal lands, the applicant could consider providing a commensurate level of non-FLAP funds to the project.

### Any Requirements on Non-FLAP Funds?

If your project application includes non-FLAP funds, they can be from any local, state, or other federal source.

### Does FLAP Accept In-Kind Contributions?

Yes, acceptable in-kind contributions include ROW acquisition and utility relocation costs. The following are not eligible as in-kind contributions:

- Labor
- Equipment
- Any work done prior to execution of agreement with FHWA
- Materials
- Force account

### Do I Need the Non-FLAP Funds Now?

No, you do not need the non-FLAP funds to be available at the time of application submittal. If your project is selected, the project team and the PDC will determine the timing of any non-FLAP funds, typically before project advertisement.

## Application

### How Do I Submit My Project Application?

Steps for submitting your application include:

- Navigate to the FHWA FLAP homepage: <https://highways.dot.gov/federal-lands/programs-access>
- Find your state and confirm a 'Call for Projects' is 'Open'.
- Download and complete the required Application Forms for your state.
- Review the Project Application Packet Checklist.
- Send your completed project application packet via e-mail to [cfl.planning@dot.gov](mailto:cfl.planning@dot.gov)

### What Supporting Documents Do I Need to Submit?

When a 'Call for Projects' is open in your state, the list of required application packet submittals can be found on your state's FLAP page. Typically, the application packet submittal requirements include:

- Project Application
- Project Endorsement Form
- Federal Land Management Agency Support Form
- Supporting, detailed cost estimate
- Accurate ADT/visitation data
- Photos and maps

### What about NEPA and Right of Way?

NEPA and right-of-way acquisition do not need to be completed prior to applying for FLAP.

## Project Evaluation

### How Will Projects be Evaluated?

The PDC reviews project applications and evaluates each based on pre-determined criteria. The selection criteria are reflective of needs in that state, federal regulations, and guidelines. The FLAP criteria includes:

- Consistent with FLAP's vision
- Federal lands access proximity & significance
- High-use recreation site and/or federal economic generator
- Improves public access
- Safety improvement
- Preservation
- Sustainability & environmental quality benefits
- Project cost & scope risk
- Coordination with FLMA

Final project selection resides with the PDC. The PDC will make its final decision based on the project proposal's ability to meet the criteria as well as project support and Federal Land Management Agency priorities. Selected projects will be programmed based on availability of funds, project development delivery schedules, environmental and right of way constraints, and other federal investments.

### **What if My Project is Selected?**

If your project is selected, the applicant will receive a notification letter via email from Central Federal Lands. Timing will then vary for the following steps based on the programmed year:

- PDC shortlists project for scoping.
- FLH scopes project with applicant and FLMA(s).
- PDC reviews scoping documents and determines if project will be placed in the final Program of Projects.
- A financial agreement, if needed, will be set up between FLH and local agency.
- Central Federal Lands (typically) delivers project "Cradle to Grave" (see below for more detail).

### **What if My Project is Not Selected?**

If your project is not selected, the applicant will receive a notification letter via email from Central Federal Lands. At that point, the applicant has an option to set up a debrief meeting to discuss the project application and suggestions for improvement for the next 'Call for Projects.'

Non-selection in any round does not disqualify you from future calls for projects.

## **Project Delivery**

### **If My Project is Funded, which Agency Will Deliver It?**

It is typical for Central Federal Lands to act as the lead agency for duration of the project, from award through project completion. However, if the applicant desires to have a different agency act as lead for the project, the applicant must provide justification for this position, previous experience in delivering Federal Aid (Title 23) funded projects, and ability to satisfy FHWA project delivery requirements.

The final decision for project delivery resides with the FHWA. If delivered by another agency, the relevant FHWA Division Office and State DOT will have Stewardship and Oversight responsibility, and all costs and overruns will be borne by the applicant.



**COLORADO**

**Department of Transportation**

Division of Transportation Development

## Memorandum

**To:** Statewide Transportation Advisory Committee

**From:** Darius Pakbaz, Director, Division of Transportation Development (DTD) & Craig Hurst, Manager, Freight Mobility & Safety Branch

**Date:** May 7th, 2026

**Subject:** Freight Mobility & Safety Branch Update

### Purpose

DTD's Freight Mobility and Safety branch will be giving an update on a number of programs, projects and deliverables they have been and will continue working on into FY27.

### Action

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

### Background

The Freight Mobility & Safety Branch (FMSB), created with the passing of SB21-260, operates within the Division of Transportation Development (DTD). In the five years since its creation, the Freight Team has significantly grown its operations. Its key responsibilities include, but not limited to:

- Managing multiple unique funding sources to support freight infrastructure.
- Leading communication and outreach efforts through two distinct brands for both the general public and the freight industry.
- Overseeing and supporting projects to improve freight infrastructure statewide.
- Conducting proactive planning for both day-to-day infrastructure use and emergency response.

This presentation will give a high-level overview of the larger programs and tools FMSB uses to advance the state in freight safety and mobility, supporting Colorado's economy.

### Next Steps

This is an informational presentation.

### Attachments

Attachment A: Freight Branch Overview Presentation



**COLORADO**

Department of Transportation

## Freight Mobility & Safety Branch

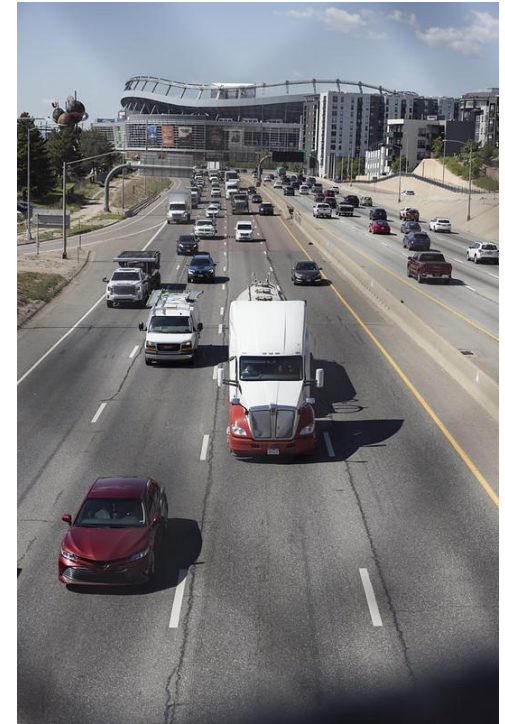
Craig Hurst - Freight Mobility & Safety Branch Manager &  
Erica Denney - Freight Planner



# Agenda

## Overview

1. Colorado Freight Plan & National Highway Freight Program Overview
2. Truck Parking Study
3. Legislative Signage Project Update
4. Freight Routing Resiliency Study
5. Port of Entry & Weigh In Motion Statewide Project Update
6. Oversized/Overweight Permitting Operations
7. New Resources Coming Soon



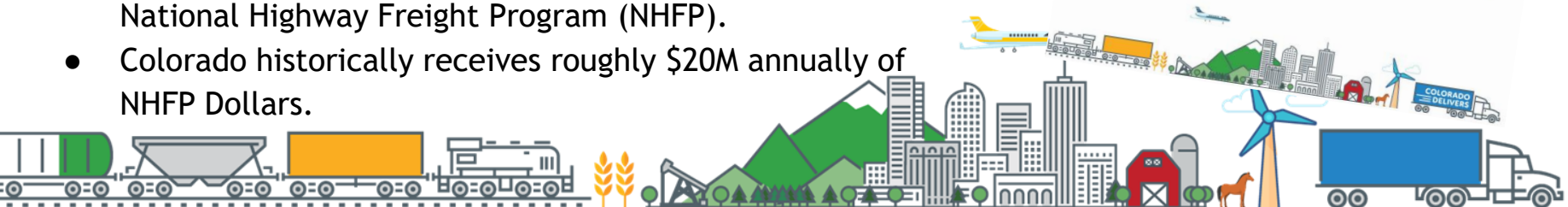


# 2028 Colorado Freight Plan

The Infrastructure Investment & Jobs Act (IIJA) Mandates that State Freight Plans be updated every four years and address 17 federal policy requirements for FHWA approval. Colorado's most recent Freight Plan was approved in March of 2024.

In early 2026 updated FHWA guidance was issued for upcoming State Freight Plans, placing further emphasis on the critical importance of the **Freight Advisory Council** and **resilience**. The other 17 key items remain unchanged.

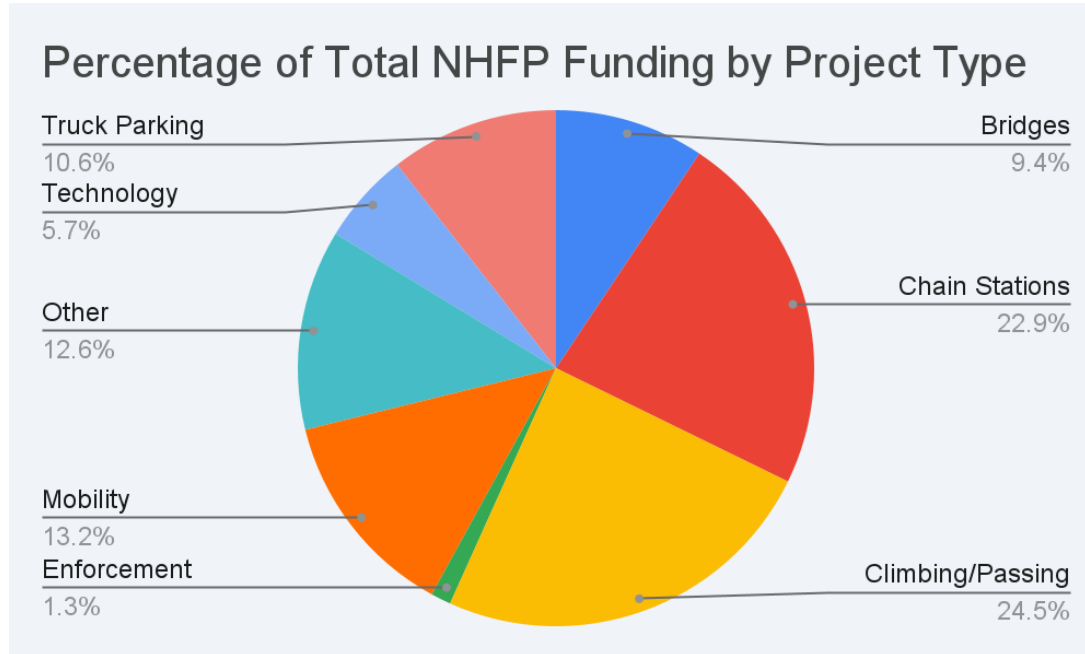
- Scope of Work for next Colorado Freight Plan is underway.
- Approved State Freight Plans grants funding from National Highway Freight Program (NHFP).
- Colorado historically receives roughly \$20M annually of NHFP Dollars.





# National Highway Freight Program (NHFP)

The first funding of National Highway Freight Program dollars was in 2017. Since then CDOT has used this funding to invest roughly \$200M into freight focused projects statewide.



Data visualized using Freight Investment Plan (FIP) data of all NHFP funds spent to date.



# Freight Data Visualizer

## Freight Data Visualization Tool

Colorado Commodity Flow Dashboard  
 County - Commodity Flow Profile

Clear All Selection

User Selection Page

**Commodity Flow Scenario**

Select Flow Metric: Tons Value \$ Units      Year: 2021 2035 2040

Inbound 2M    Outbound 2M    Internal 473K

Flow metric abbreviations: K: Thousands    M: Millions    bn: Billions    T: Trillions

**Filter Panel**

County: Adams

Origin: All

Destination: All

Direction: All

Mode: All

Trade Type: All

Commodity Group: All

**Top Inbound Origins**

Origin	Value (Units)
Denver, Colorado...	0.2M
Jefferson, Colora...	0.15M
Weld, Colorado, U...	0.12M
Larimer, Colorad...	0.08M
Arapahoe, Colora...	0.07M
Boulder, Colorad...	0.06M
El Paso, Colorado...	0.05M
Wyoming, United ...	0.04M
Nebraska, United ...	0.03M
Douglas, Colorad...	0.02M

**Top Outbound Destinations**

Destination	Value (Units)
Denver, Colorado...	0.2M
Jefferson, Colora...	0.15M
Boulder, Colorad...	0.12M
Weld, Colorado, U...	0.10M
Larimer, Colorad...	0.08M
Wyoming, United ...	0.07M
Arapahoe, Colora...	0.06M
El Paso, Colorado...	0.05M
Nebraska, United ...	0.04M
Kansas, United St...	0.03M

**Trading Partners Map**

**Note:**

- This map provides a simplified overview of inbound, Internal, and outbound trade flows by partner for the selected County.

**Map Hyperlinks**

Hyperlinks    URL

OpenStreetMap    <https://www.openstreetmap.org/copyright>

Terms    <https://www.bingmapsportal.com/terms/EndUserTerms>

**Commodity Type**

Commodity Type	Value (Units)
Shipping Containers	2.1M
Nonmetallic Minerals	0.6M
Petroleum or Coal Products	0.3M
Waste or Scrap Materials	0.3M
Clay, concrete, glass or Stone	0.2M
Farm Products	0.1M
Secondary Traffic	0.1M
Food or Kindred Products	0.1M
Transportation Equipment	0.1M
Fabricated Metal Products	0.0M
Chemicals or Allied Products	0.0M
Lumber or Wood Products	0.0M
Rubber or Misc Plastics	0.0M
Printed Matter	0.0M
Machinery	0.0M
Electrical Equipment	0.0M
Pulp, paper or Allied Products	0.0M
Primary Metal Products	0.0M
Furniture or Fixtures	0.0M
Misc Mixed Shipments	0.0M
Other Commodities	0.0M
Misc Manufacturing Products	0.0M
Apparel or Related Products	0.0M
Coal	0.0M

**Flow Direction**

Direction	Value (Units)
Outbound	~0.6M
Inbound	~0.6M
Internal	~0.473M

**Note:**

- Other Commodities: Commodities with a tonnage of less than 500 thousand are grouped together under the category of 'Other Commodities' for ease of reference.
- Pipeline is excluded from County commodity flow analysis.
- Through traffic is excluded from County commodity flow analysis.



# Truck Parking Study

An updated Truck Parking Assessment needed prior to 2028 Colorado Freight Plan submission to satisfy federal requirement: [49 U.S.C. § 70202\(b\)\(10\)](#)

- Next Truck Parking Study to include but not limited to:
  - Updated statewide count of total public & private truck parking spaces available by corridor
  - Analysis of where truck additional truck parking is needed
    - Includes analysis of whether it makes sense for the state to work to fill this need, or if private industry makes the most sense to resolve
  - Revamping of the Truck Parking Playbook that overviews at a high level how to work together with public and private to help solve truck parking shortages where applicable
  - Analysis of OSOW routes & potential safe locations that can be created or expanded for stopping off the roadway while in transit
- Previous Truck Parking Studies:
  - [2019 Truck Parking Study](#)
  - [2022 Truck Parking Playbook](#)





# Truck Parking Improvements

Freight team has had the opportunity to help with the improvements of the below rest areas within CDOT's real estate group to improve upon and/or add truck parking:

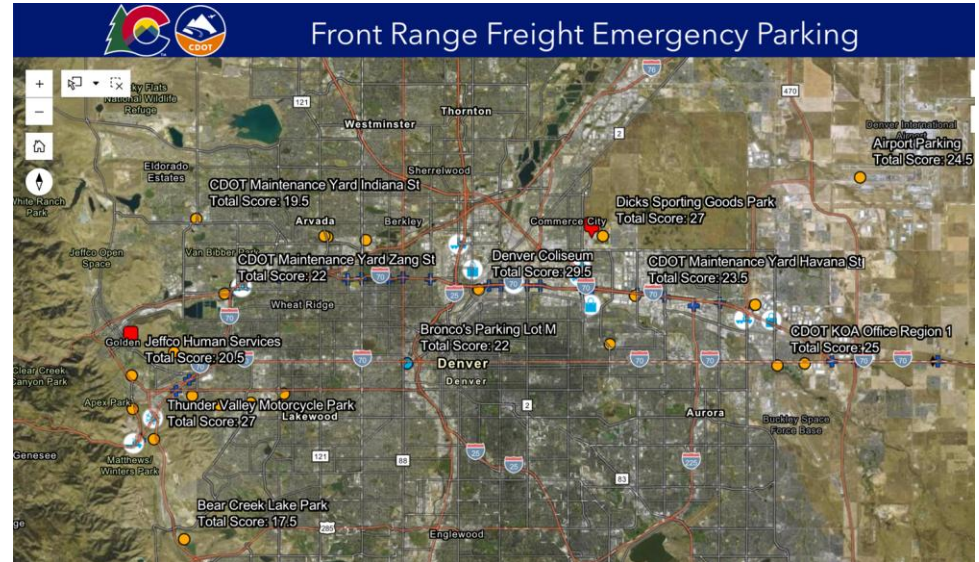
- Shaw Creek Rest Area
  - Repaving and adding truck parking capacity with 10 spaces
- Arriba Rest Area
  - Paving for new truck parking capacity with goal of up to 30 truck spaces & 3 oversized spaces
- Virginia Dale Rest Area
  - Improvements of restroom availability and usability
- Vail Pass Rest Area
  - Additional capacity for truck parking from 6 spaces up to 20





# Emergency Truck Parking Study

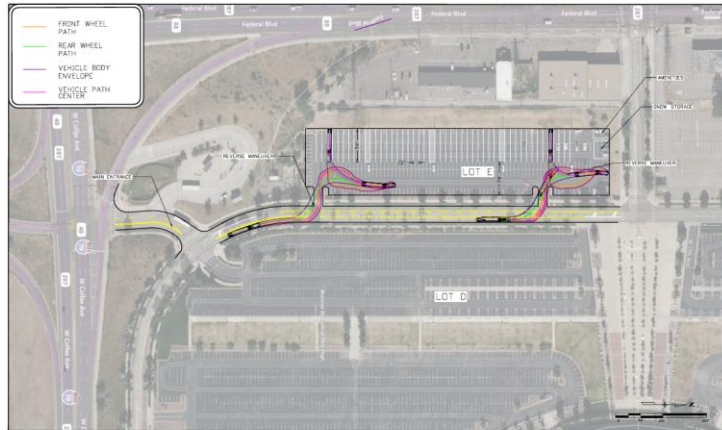
- Analysis of possible solutions for short term emergency situations for truck parking such as major winter storms or high wind events closing the roadway
- Areas of I-70 and I-25 analyzed for possible large parking areas that are underutilized during storms to partner with during severe events
  - Collaborated with industry & CDOT maintenance/operations to develop scoring criteria to help identify priority locations
- Effective use of these types of partnerships would help to improve roadway safety in multiple ways
  - Truck Drivers stranded on a closed roadway have a place to safely park
  - Plow drivers have ability to plow roadway opening sooner





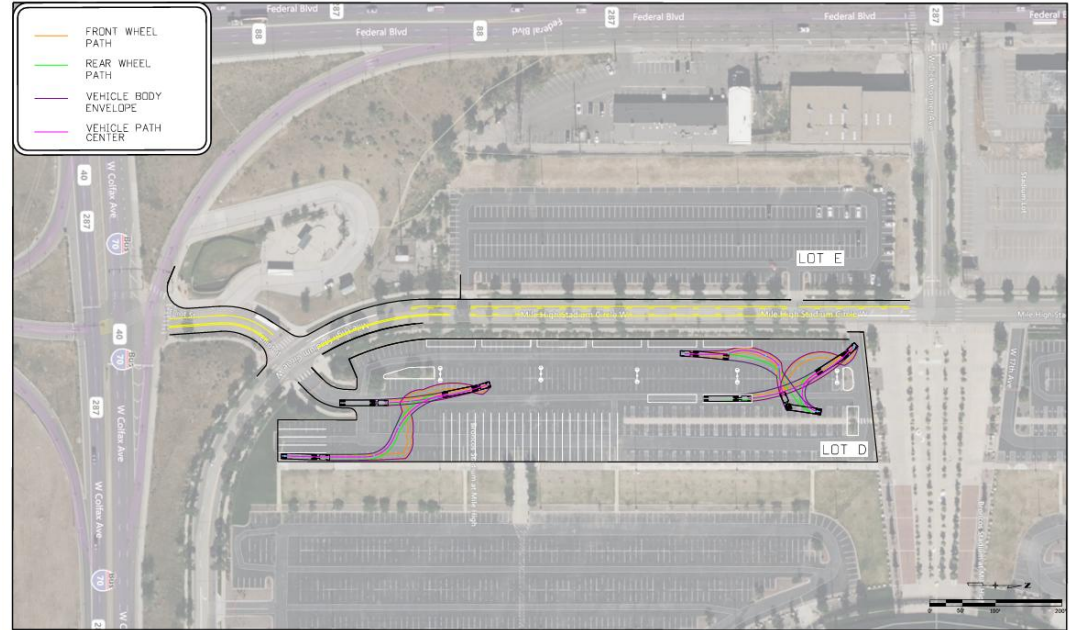
# First Contract: Denver Broncos

The first successful partnership created through this process was with the Denver Broncos stadium parking management team. Through contracting, CDOT already has the ability to utilize their parking lots D & E in the event of a major storm.



**Stolfus**  
5690 DTC Boulevard, Suite 330W  
Greenwood Village, CO 80111  
Phone: 303-221-2330  
Fax: 303-221-2331  
www.stolfusandassociates.com

DENVER BRONCOS LOT E TRUCK PARKING



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www.stolfusandassociates.com

DENVER BRONCOS LOT D TRUCK PARKING

NOTE: UNABLE TO MODIFY  
ACCESSIBLE GROUND  
PARKING SIGNS



# Identifying Operational Needs

- Parking Lot Management
  - 1-2 staff
- Mobile Restroom Facilities
  - Rental or Owned facilities staged where necessary
- Variable Message Signs (VMS)
  - Mobile & Fixed
  - Multiple Locations
- In Cab Communications
- Forecasting planning & implementation
  - Work to identify parameters to begin communications & activation
    - Wind, Snow, other & how much
- Notifying Law Enforcement both State & Local



# Continued Work To Be Done

## Emergency Truck Parking Locations:

- **Broncos Parking Lots D & E**
  - Under Contract
- **Heritage Square Parking Lot**
  - Under Negotiation
- **Denver Colliseum**
  - Targeted but discussions have not begun
- **High Wind Event Locations (multiple opportunities)**
  - North of Owl Canyon on I-25
  - South near Walsenburg on I-25
- **Eastern Metro Locations still under considerations**
  - Identified possibilities
    - Watkins
    - Aurora
    - Etc.



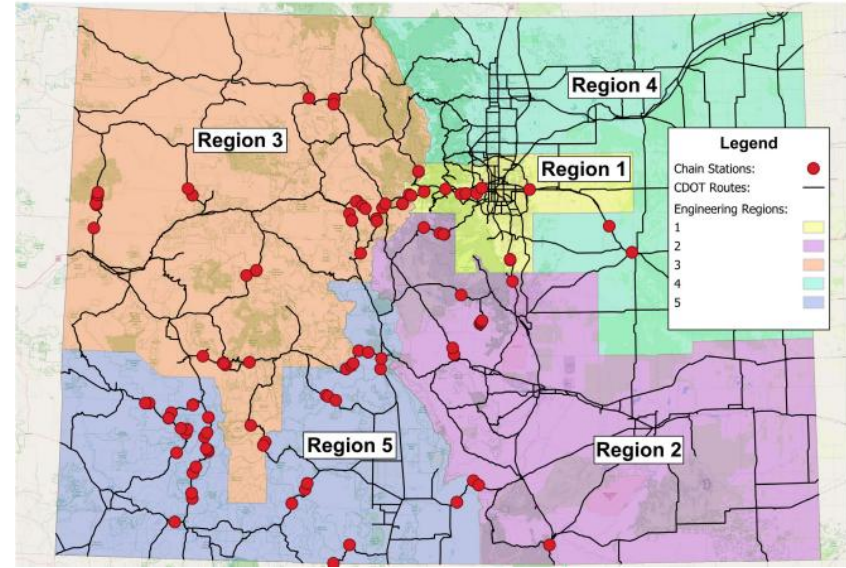


# SB24-100 Sign Project

SB24-100 had a few mandates on CDOT. One of which included the conducting of a **Chain Station Feasibility Study** which was completed and turned into legislature for review at the start of the 2026 session. The other was education for the **expansion of the Must Carry - Chain Law** in place from Sept. 30th - May 31st of each year, and the left lane restriction for trucks on six sections of I-70.

Signage project for these new laws was funded by the Freight Mobility & Safety Branch and also included signage for a previously passed piece of legislation (HB23-1267) which implemented a **double fine for speeding CMV's on any 5% or greater grade**.

All projects have now been completed. The completion of these signage installments gives our partners at Colorado State Patrol more clear ability to enforce these rules.





# Must Carry & Left Lane Signage

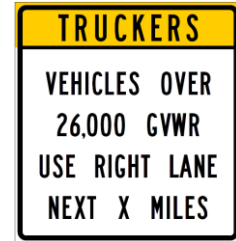
## Must Carry Chain Law Signage Locations most recently installed:

- I-70: West of MP 259
- Colorado Highway 9, MP 63 to MP 97
- US Route 40: West of MP 256
- US Route 50: West of MP 225
- US Routes 160: West of MP 304
- US Routes 285: West of MP 250
- US Route 552: MP 0 to MP 130
- **Total number: 80 new signs**



## I-70 Left Lane Restriction Locations most installed:

- Glenwood Springs (MP 115.5 - 131.0)
- Dowd Junction (MP 180.0 - 190.5)
- Vail Pass (MP 180.0-190.5)
- Eisenhower-Johnson Tunnel (MP 205.5 - 221.0)
- Georgetown Hill (MP 224.0 - 228.5)
- Floyd Hill (MP 243.0 - 247.0)
- Sign Types and count:
  - **Left Lane Restriction: 61 signs**
  - **No Truck Stencil: 25 signs**



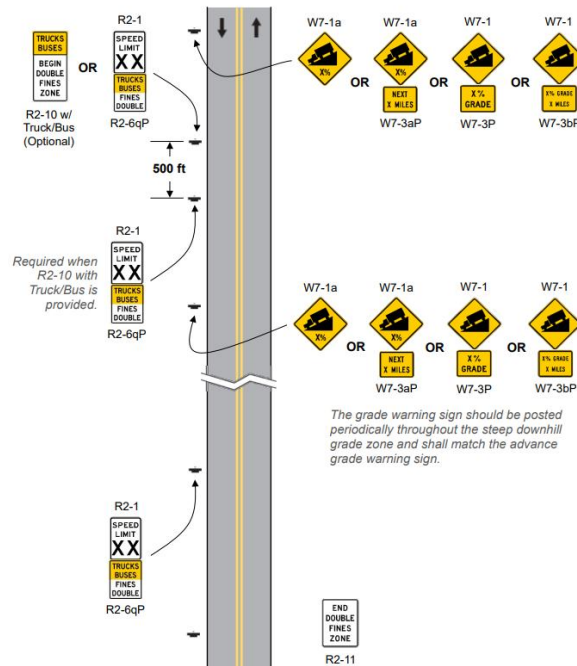


# Double Fine on Steep Grade Signage

## Steep Grade Double Fine Zone signage most recently installed:

- Berthoud Pass
- Georgetown Hill
- Loveland Pass
- Mount Vernon
- Loveland Pass
- Eisenhower-Johnson Tunnel
- Hoosier Pass
- Rabbit Ears Pass
- Vail Pass
- Monarch Pass
- Wolf Creek Pass
- Red Mountain Pass

Total Number of Signs: 144





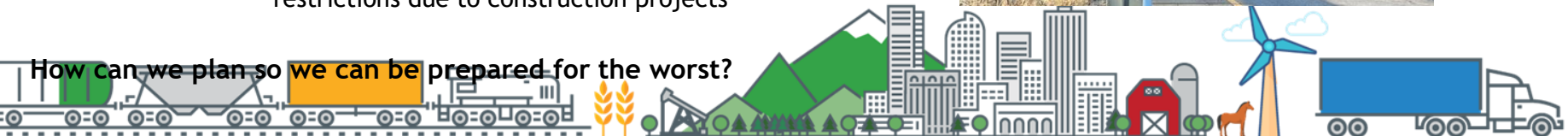
# Freight Routing Resilience Study

In addition to the Truck Parking Assessment in preparation for the upcoming State Freight Plan, the Freight Team is conducting a first of it's kind, Freight Routing Resilience study.

- Goal of this study will be to analyze the effects of when a major freight corridor is closed and what alternative routes are available, and what amenities they may need to help support any rerouting.
- Examples of case studies
  - Fires followed by Mudslides through Glenwood Canyon
    - Major pressure on US 40
    - US 50 under construction and unable to handle much capacity
  - I-25 Freight Rail Bridge Collapse
    - Two alternative routes for freight had restrictions due to construction projects



How can we plan so we can be prepared for the worst?





# Statewide POE Projects

- **Statewide Weigh in Motion**
  - Removing old and failing hardware
  - Replacing with new hardware and repair pavement
  - Critical in weight enforcement and protecting our infrastructure
- **Statewide Signage at Port of Entry Locations**
  - Creating a consistent sign pattern at each POE statewide
  - Improving operational communications
  - Improving safety





# OSOW Permits Update

## OSOW/Hazmat Permitting in 2025

- CDOT issued more permits in 2025 than ever before with 68,416 permits and \$9.7 million in permit revenue
- Energy infrastructure investment showed over 25% in growth in wind and utility shipment growth

## OSOW/ Hazmat Permits in 2026

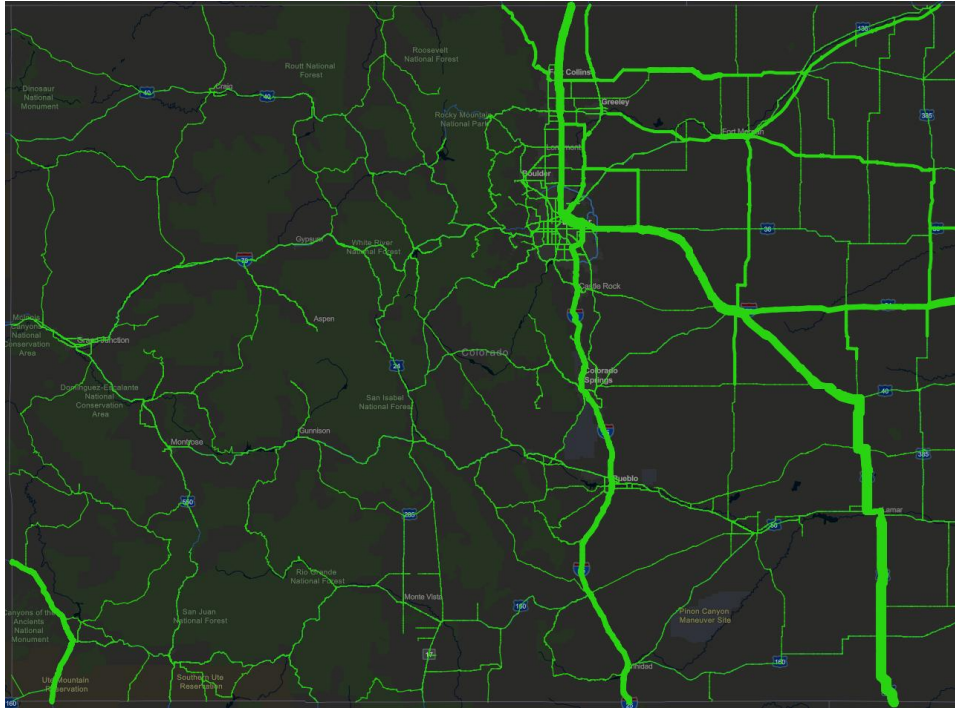
- Abnormal superload applications
- 14 already in the first quarter of 2026 when we had 22 in 2025, 12 in 2024, and 7 in 2023
- Increased movement of Battery Energy Storage Systems (BESS)
- Trending growth of Data Center components coming in and out of Colorado





# OSOW Routing Heat Maps

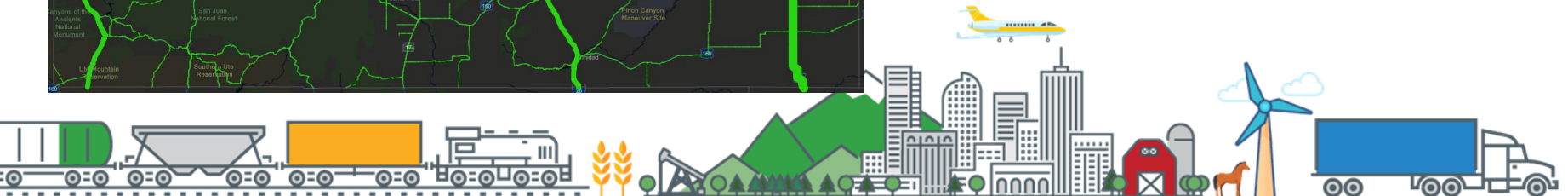
## Single Trip Permits: 2025



Heat map of Oversized/Overweight (OSOW) Single Trip Permit routes for 2025.

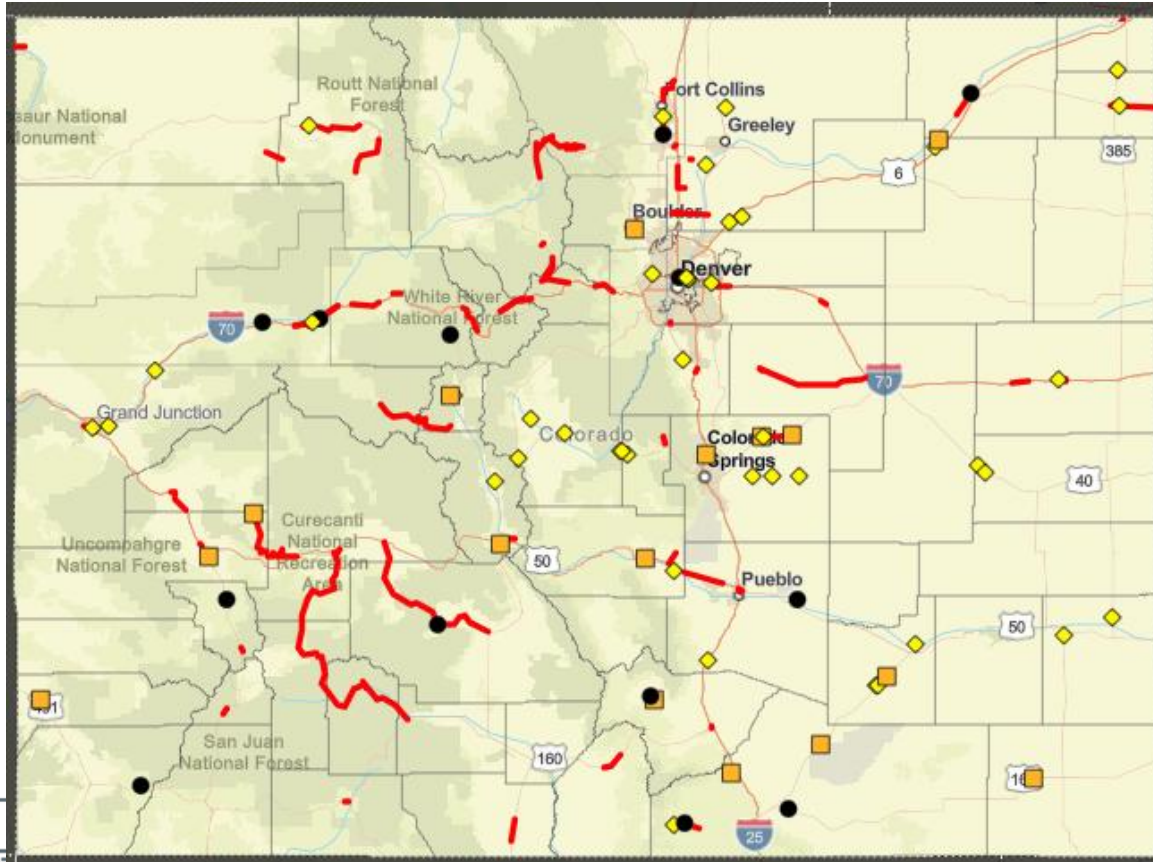
### Top Five Commodities Permitted:

1. Construction Equipment (16,306)
2. Oilfield Equipment (7,567)
3. Construction Materials (7,443)
4. Wind Energy (4,425)
5. Utilities (4,373)





# Construction Restrictions



- Summer 2025 construction presented significant challenges for navigating large loads statewide, as width restrictions limited normal Oversize/Overweight (OSOW) routes. This necessitated the use of alternative, less frequent OSOW routes
- The 2026 summer season is expected to be similar in routing challenges, coupled with an increase in larger loads
- Detailed and consistent communication about roadway restrictions is key to keeping these operations safe







# Thank you!

**COLORADO**  
Department of Transportation  
Freight Mobility & Safety Branch

Contact us any time at:

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