COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC)

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

November 5, 2026, from 8:30 AM to 11:30 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
	Public Comment	
8:35 - 8:40	Approval of the October Meeting Minutes	Gary Beedy, STAC Chair
8:40 - 8:50	Transportation Commission Report (Informational Update)	Gary Beedy, STAC Chair
8:50 - 9:05	Transit and Rail Advisory Committee (TRAC) Report (Informational Update)	Ann Rajewski, TRAC Chair and CASTA Executive Director
9:05 - 9:10	Freight Advisory Committee Report (Informational Update)	Gary Beedy, STAC Chair
9:10 - 9:45	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:45 - 9:55	Legislative Report (Informational Update)	Jamie Grim and Emily Haddaway, CDOT Office of Government Relations
9:55 - 10:05	Break	
10:05 - 10:25	FY2027-2028 Draft CDOT Budget (Action Item)	Jeffery Sudmeier, CDOT's Chief Financial Officer and Bethany Nicholas, Deputy Chief Financial Officer
10:25 - 10:40	FY2028 Rural Planning Assistance Grant Budgets (Action Item)	Darius Pakbaz, Director, Division of Transportation Development
10:40 - 11:05	Road Enterprise Overview (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development
11:05 - 11:20	2027 STAC Workplan Development and Active Transportation Subcommittee (Informational Update)	Darius Pakbaz, Director, Division of Transportation Development

Time	Agenda Item and Item Description	Presenter
11:20- 11:30	Other Business • The next STAC meeting will be held virtually on December 3rd.	Gary Beedy, STAC Chair

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

Statewide Transportation Advisory Committee (STAC) Meeting Minutes

Date/Time: October 1, 2026; 8:30 a.m. – 11:30 a.m. Location: Virtual Meeting

Attendance:

Central Front Range: Leo Evans
Eastern: Gary Beedy (STAC Chair)
Grand Valley: Dana Brosig
Denver Area: Emily Baer and Jacob Riger
Gunnison Valley: Michelle Haynes
Intermountain: Tom Gosiorowski
North Front Range: Kristin Stephens, Elizabeth Relford, Becky Karasko, and Bill Jenkins Timnath
Northwest: Jennifer O'Hearon and Brian Cerkvenik
Pikes Peak Area: Josh Squires, Holly Williams (STAC Vice Chair), John Liosatos, and Danelle Miller
Pueblo Area: Eva Cosyleon, Wendy Pettit, and Ted Hernandez
San Luis Valley: Vern Heersink
South Central: Mitch Wardell and Brian Blasi
Southeast: Ron Cook
Southwest: Shak Powers and Heather Alvarez
Upper Front Range: Elizabeth Relford and Evan Pinkham
Southern Ute: Mandy Brown
Ute Mountain Ute: Bernadette Cuthair
Federal Transit Administration: Emma Belmont

Welcome and Roll Call - Gary Beedy, STAC Chair

- The meeting commenced at approximately 8:35 a.m. with Chair Gary Beedy welcoming attendees. Roll call was conducted via TPR reports.

Public Comment

- No comment

Approval of the August 2026 Meeting Minutes - Gary Beedy, STAC Chair

- Chair Beedy requested a motion to approve the August 2026 STAC meeting minutes.
- **STAC Action:** STAC members approved the August 2026 meeting minutes following a motion for approval.

Transportation Commission Report - Gary Beedy, STAC Chair

- August meeting was fairly light, focusing on wildfire mitigation project updates regarding tree removal along state highway corridors to improve fire breaks.
- Bridge and Tunnel Enterprise (BTE) budget workshop covering preventative maintenance programs to extend bridge deck life and upcoming bonding transaction plans.

- September bus tour to Pueblo and Salida highlighting projects across Regions 1, 2, and 5, including multimodal improvements in Salida supported by MMOF, TAP, and Main Street grants.
- Tour of the Federal Railroad Administration Transportation Technology Center in Pueblo to view track and equipment testing, emergency response training, and the new Amtrak RTT train.
- Condemnation workshop held for upcoming regional projects.
- Preparatory budget workshop for the upcoming fiscal year in advance of the November in-person review.

Transit and Rail Advisory Committee (TRAC) Report - Ann Rajewski, TRAC Chair and CASTA Executive Director

- CASTA Fall Conference summary: hosted around 400 attendees (up from the typical 230) and included the Southwest Regional Transit Association two-day leadership lab and the State Partnerships Conference, featuring leadership from AASHTO, APTA, CTAA, U.S. DOTs, and 10–15 FTA regional and headquarters staff (including 5339 discretionary program managers).
- FTA office hours provided local agencies direct networking opportunities with federal leadership, and attendees toured the new Summit Stage facility.
- TRAC meeting updates covered the new NASPO price agreement and general transit procurement training.
- Clean Transit Enterprise (CTE) reported 75% of FY26 formula funding has been executed, with 39 applications received for FY27 funding.
- Passenger rail updates were presented along with photos of the new Bustang Broomfield Thornton Mobility Hub and public feedback on North and South Line fall service optimization planning.

TPR Representative and Federal Partners Reports - STAC Members and Federal Partners

- **Central Front Range:** No substantial action since last meeting; next meeting in two weeks to review TAP for the next 3 years and Safe Routes to School grant programs.
- **Grand Valley MPO:** Approved a letter of support and hosting a driving session for seniors at the Senior Expo next week in partnership with the Grand Junction Police Department, funded by the Highway Safety Office.
- **Denver Regional Council of Governments:** Approved 2026–2029 TIP policy amendments, 2026–2027 UPWP amendments, federal performance targets for traffic congestion reductions, RTOT project funding recommendations for 2027 and 2028, PowerHead Colorado Community Engagement Grant Program policy; received informational briefings on the 2050 RTP update, emerging mobility planning, 2029–2032 TIP development, the RTD CONNECT study, and the GOTOBER 2026 employer/commuter challenge; noted excitement for the Colorado 7 Mobility Hub.

- **Gunnison Valley TPR:** No meeting since last STAC; next meeting scheduled for October 29th.
- **Intermountain TPR:** No meeting since last STAC; canceled the October meeting due to lack of urgent business, with a possibility to reschedule in November if needed depending on MMOF updates.
- **North Front Range MPO:** Received US 34 corridor presentation from Region 4; approved Transfort FY26 Program of Projects and FY25 POP revisions; approved PM3 federal system performance targets jointly with CDOT; submitted comments to RAQC on the control strategy blueprint; co-hosting the 2026 Intermountain West Ozone Conference Oct 26–28 in Loveland with late registration starting October 5th.
- **Northwest TPR:** Canceled the October meeting due to a lack of agenda items; CDOT will provide an update on projects via email; next meeting scheduled for January.
- **Pikes Peak Area Council of Governments:** Thanked Shane Ferguson and Shoshana Liu; held ribbon-cuttings for the I-25 Fillmore to Garden of the Gods lane widening and Peterson Air Force Base West Gate access bridge interchange; approved a TIP amendment and Public Participation Plan updates.
- **Pueblo Area Council of Governments:** Passed resolutions updating the Title VI Plan and Public Participation Plan; Bike/Ped Master Plan out for public comment; I-25/US 50B interchange sound wall going up with girder placement expected late Oct/early Nov; Exit 108 working toward final office review; board champion leading creation of an RTA steering committee.
- **San Luis Valley TPR:** Nothing major to report other than receiving recent rain.
- **South Central TPR:** Moved October meeting from the 22nd to the 29th; received CDOT updates on paving projects and a presentation from Luis Lopez on the Colorado Connector future outlook.
- **Southeast TPR:** No major report; next meeting set for October 22nd.
- **Southern Ute:** Andrew Gallegos appointed as STAC representative with Mandy Brown as alternate effective August 11, 2026; responding to substantial rain with emergency responses and intergovernmental coordination.
- **Southwest TPR:** No meeting since last STAC; next meeting scheduled for October 8th.
- **Upper Front Range TPR:** Met September 3rd; reviewed TAP and Safe Routes to School updates; discussed bundling several years of Jonathan Bein funding for CMAQ grant awards targeted for December decisions; received a presentation from Elizabeth Relford on the 2026 Ozone Conference.
- **Ute Mountain Ute:** Transportation Planner position is vacant; Bernadette Cuthair stepping in temporarily until departing in December or January; working on Long Range Transportation Plan; managing local flooding by cleaning culverts and spillways in anticipation of upcoming rain and heavy snow.

- **Eastern TPR:** Met September 14th; reviewed local MMOF projects and STIP engagement; noted major contractor issues causing delays on HWY 94 repaving (asphalt mix approval issues) and concrete paving projects on I-70 near Seibert (preparing for winter closure without concrete) and HWY 6 near Sterling (may require tearing out and re-doing concrete).
- **Federal Partners:** No representatives present from FHWA or FTA to provide updates.

Legislative Report - Jamie Grim and Emily Haddaway, CDOT Office of Government Relations

Federal Legislative Update:

- 33 days until midterms with upcoming federal transitions.
- Passed a continuing resolution extending surface transportation reauthorization through December 11.
- Build America bill pending committee/appropriations action in the House.
- Senate leadership drafting reauthorization language, but text is not yet public.
- Moratorium placed on proposed OMB grant distribution rule through December 11 following nearly 500k public comments.
- The Administration announced adjustments lowering vehicle CAFE fuel efficiency standards.

Discussion

- Kristin Stephens raised permitting reform concerns; CDOT noted permitting packages typically impact energy/utilities more than transportation, but will review potential NEPA implications for next meeting.

State Legislative Update

- Legislative proposals were held on pause until after the gubernatorial election.
- Initial state budget released Nov 1, followed by a revised budget from the new governor in January.
- The Colorado Legislature is managing an estimated $1.5 billion state deficit necessitating cuts.
- Anticipate priority discussions surrounding autonomous vehicles, e-bikes, and SB 24-175 funding/referred ballot components.

Multimodal Transportation & Mitigation Options Fund Update - Medora Bornhoft, DTD and Bethany Nicholas, DAF

- Local MMOF relies on state sources (SB 18-001/21-260, general fund transfers, retail delivery fees, interest) and COVID stimulus (ARPA, HB 21-1466), which expires December 31, 2026.
- Revenues peaked at $76M in FY20 and FY22 ($100M stimulus in FY21), fell to $0 in FY23–24, hit $17M last year, and are projected at $9–$19M annually over the next 4 fiscal years.
- Project statuses: 108 completed ($61.7M spent), 110 active ($108.5M budgeted), and 50 pending awards ($53.8M total).

- HB 24-1398 and HB 24-1399 cut funding by 48% over 3 years; CDOT is using FY30–31 forecasted revenues to backfill and keep local awards whole.
- Cash management prioritizes ready projects to draw down fund balances regardless of original award years.
- Because MMOF requires annual legislative spending authority and FY27 authority is ~$15M below the fund balance, no spending authority is available to budget new project phases this fiscal year.
- CDOT will post a project funding schedule ranking the 50 pending projects by readiness; sponsors should demonstrate project readiness to CDOT managers.

Discussion:

- **John Liosatos:** Asked about provisions for ongoing transit operations needing consistent funding.
- **Tom Gosiorowski:** Questioned why FY27 spending authority is below fund balance, whether locals could advance funds for later reimbursement, and if CDOT should pause new MMOF awards.
- **CDOT Staff Responses (Medora Bornhoft, Bethany Nicholas, Jeff Sudmeier, Darius Pakbaz):** Noted spending projections are set 18 months ahead, continuous spending authority has been requested, reimbursement agreements are legally difficult, and TPRs should pause new awards while maintaining project readiness.
- **Eva Cosyleon:** Expressed concern over cost escalation and advocated sending a STAC support letter to the JBC for continuous spending authority.
- **Emily Haddaway:** Noted partner letters detailing impacts are effective with the JBC.
- **Emily Haddaway & Ann Rajewski:** Haddaway highlighted that partner letters and relationship support with the Joint Budget Committee (JBC) are very effective when advocating for continuous spending authority, offering to notify partners right before CDOT's JBC figure setting in February or March, which Rajewski welcomed.
- **Gary Beedy:** Supported drafting a joint STAC support letter alongside TPR efforts.
- **Jacob Riger:** Inquired about funding changes; staff confirmed cash management rules remain, but active project balances are fully drawn down until FY28.
- **Emily Baer:** Asked if revenue forecasts account for the $1.5B state deficit; Jeff Sudmeier clarified forecasts already assume $0 in general fund transfers for FY27–29, leaving retail delivery fees as the main source.
- **John Liosatos & Emily Haddaway:** Discussed legislative fund balance sweeps; Haddaway noted sweeping retail delivery fees for non-fee purposes raises TABOR issues.

Transportation Alternatives & Safe Routes to School - Neysa Bermingham, DTD

- Neysa Bermingham presented an update on the Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS) grant programs, which fund local active transportation projects and infrastructure.

- Eligible categories include TAP projects (bike/pedestrian facilities, environmental mitigation, historic/scenic activities, interstate-to-boulevard conversions) and SRTS projects (school zone safety and enforcement within two miles of schools). Both also fund bicycle safety education, promotional events, walking training, and vulnerable road user assessments.
- Funding mechanics: Federal TAP funds are split among CDOT regions (58%), MPOs (35%), and Rec Trails via CPW (7.5%).
- The grant call opens October 30, 2026, for a 3-year cycle (FY 27–29). The SRTS budget is ~$7.7M, including standard allocations and the annual $2.5M TC set-aside.
- Eligible applicants include local governments, transit and public land agencies, school districts, schools, tribes, MPOs, and TPRs.
- A mandatory Letter of Interest (LOI) must be pre-vetted by a CDOT region engineer before releasing the application link.
- Review process: A single combined online PDF application covers both programs with reduced attachments, evaluated by scoring panels of CDOT experts and local/TPR representatives.
- Scoring evaluates safety, mobility choice, connected community, community need, and DOLA-managed criteria: Strategic Growth compliance (both programs, 5 pts) and Neighborhood Center designation (TAP only, 5 pts).
- Key takeaways: Verify DOLA status early, target a 1–2 year project delivery horizon, focus on top community priorities with strong support, supply crash/infrastructure data, and subscribe to Active Insights.

Discussion:

- Eva Cosyleon asked about combined application data requirements and match differences. Neysa Bermingham clarified that match reductions follow the MMOF formula, CDOT uses toll credits to satisfy match requirements without extra local funds, and parent surveys demonstrate community demand while student tallies remain optional.
- Tom Gosiorowski noted DOLA's Neighborhood Center webpage was under construction. Neysa confirmed criteria will be ready at launch and assured CDOT will award full points if applications remain pending due to DOLA delays.
- Gary Beedy raised concerns about administrative burdens on small and rural communities. Neysa and Jeff Sudmeier explained these requirements are state mandates, but CDOT streamlined the process via a combined form, fewer attachments, LOI consultations, and broad Strategic Growth compliance eligibility.
- Jeff Sudmeier clarified that when CDOT waives local match requirements, toll credits are utilized to eliminate the local match rather than drawing from additional state cash funds. In addition, Neysa Bermingham noted that Strategic Growth compliance and Neighborhood Center designations each account for 5 points out of the total 100-point scoring scale, intentionally

limiting their weight to reduce administrative burden on smaller communities while remaining compliant with state mandates.

Rest Area Update - Hope Wright, Real Estate Asset Manager

- Hope Wright provided a detailed update on state rest areas, noting that CDOT maintains 27 rest areas across Colorado.
- CDOT provided a summary of its Rest Area program, tracing its history from funding shortages to its current status as CDOT's 12th asset class. CDOT detailed operational coordination, federal electric vehicle (EV) charging restrictions, the newly developed facility prototype, recent capital achievements, long-term modernization plans, a programmatic risk analysis, and a forward-looking strategic conclusion.
- The Statewide Interpretive Signage Replacement Project will be done on a worst-to-first basis, including local input to determine what to highlight around each rest area.
- In response to questions from Kristin Stephens and Gary Beedy, Hope Wright discussed strategies for preventing vandalism, including increased staffing, integrated maintenance facilities, and equipping sites with video surveillance and ITS-ready infrastructure.
- Closed rest areas around Pueblo will undergo demolition. However, CDOT plans to retain property ownership to preserve opportunities for future emergency truck parking and ensure adequate site lighting for driver safety and security under Jason's Law.

Clean Transit Enterprise Overview - Craig Seacrest, Director, Clean Transit Enterprise

- Craig Seacrest delivered an overview of the Clean Transit Enterprise (CTE), established under SB 21-260 to assist public transit agencies in transitioning to zero-emission vehicle (ZEV) fleets, with recently expanded resources under SB 24-230 utilizing oil and gas production fee revenues.
- The CTE manages formula-based allocations, competitive/discretionary grant programs, and passenger rail funding streams that support ZEV bus purchases, facility charging and fueling infrastructure, facility retrofits, and fleet transition planning.
- Program updates highlighted 75% execution of FY26 formula funds, receipt of 39 applications for FY27 funding, technical assistance for rural transit providers navigating electrification, grid capacity coordination with utility companies, and flexible match policies including local match waivers to accommodate revenue variability, ridership impacts, and greenhouse gas reduction goals.

Other Business - Gary Beedy, STAC Chair

- Multiple STAC members want to discuss reactivating an Active Transportation Working Group within STAC.

Next STAC Meeting

- **The next STAC meeting will be held in person on November 5, 2026.**

Transportation Commission Meetings
October 14-15, 2026

Transportation Commission Workshop (TC) Notes

Wednesday, October 14, 2026 - 12:30 - 5:00 PM Workshops

Attendance:
Transportation Commissioners present: Chair: Rick Ridder, Vice Chair: Hannah Parsons, Diane Barrett, Barbara Bowman (online), Shelley Cook, Terry Hart, Juan Marcano (online), and Todd Masters.
Commissioners excused: Carl Castillo, Cecil Gutierrez, and Barbara McLachlan.

Joint Workshop with CTIO: Update on Joint Service - Lisa Kaufmann
Purpose and Action: HNTB and BNSF contracts were executed last month to begin design and preliminary engineering needed to refine cost estimates and prepare for construction. Design should be 30% complete by the end of Q4 2026, and completed with refined cost estimates by the end of Q1 2027. Current operating cost estimates put this project at around $30-36M total, and in the $10-12M/year range (consistent with projections to the RTD, CTE, and CTIO Boards in February).

Joint CTIO Workshop Adjourned at 12:37 PM

DRCOG GHG Transportation Report - Jacob Riger
Purpose and Action: The Denver Regional Council of Governments' (DRCOG) 2050 Regional Transportation Plan (2050 RTP) has been updated and must continue to demonstrate compliance with the state's Greenhouse Gas Transportation Planning Standard (GHG rule). DRCOG staff will provide an overview of the 2026 Updated 2050 RTP and associated Greenhouse Gas Transportation Report. No action anticipated this month. The Commission will be asked to review and accept DRCOG's GHG Transportation Report at the November 2026 Transportation Commission Meeting.

More details on this workshop are in the October 2026 TC Packet (Pages 4 - 47).

Discussion

- Commissioner Cook helped verify that off-model projects are not included. This model helped get DRCOG "really, really close" to compliance, and they did not feel the need to go through the administrative burden needed to include that very small portion of projects. Jacob added that not even the most sophisticated models cannot capture the mitigation effects of every possible transportation investment.
- Commissioner Marcano asked how many of the many capacity projects in DRCOG are captured in this model. Jacob noted that many of these projects are locally funded and near the edges of DRCOG's boundaries (where most of its growth is occurring). DRCOG uses more collaboration than control in working with its 59 member governments. Colorado's statewide model was based on the DRCOG model, which includes simulations of different potential multimodal efforts along with more specific data.
- Commissioner Marcano asked about recent signal timing changes, and how that could help improve transit service (even beyond current and planned Bus Rapid Transit (BRT) routes). DRCOG's Traffic Operations team works on this with local, state, and federal partners.
- Commissioner Marcano asked about land use (especially new state policies around this) versus local control. DRCOG's Long Range Plans include working with the State Demography Office from the state to local levels, and its Regional Housing Needs Assessment looks even more deeply into land use. CDOT Executive Director Lew added that CDOT's transportation and land use modeling efforts are best-in-class, and even being copied by other states.
- Chair Ridder asked about the depreciation of emissions, and wondered what's causing the blip (increase) from 2040 to 2050 (see Packet, p. 17). Jacob will check with staff about this.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review of the Proposed FY 2027-28 Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the Proposed FY 2027-28 Annual Budget Allocation Plan in November 2026. Staff will return in February 2027 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget in March 2027.
This workshop will specifically cover the following topics:

- Proposed FY 2027-28 Annual Budget Allocation Plan;
- New Design for Revenue Allocation Plan;
- Proposed Budget Highlights:

    - FY 2027-28 Revenue Forecast;
    - Budget for 10 Year Plan Projects (Lines 10, 19 and 46);
    - Debt Service (Line 70);
- Additional Potential Changes for the FY 2027-28 Budget:
    - Statewide common policies, and increases to staff salaries and benefits;
    - Administration (Line 67);
    - Legislative Changes;
    - Decision Items.

More details on this workshop are in the October 2026 TC Packet (Pages 48 - 70).

Discussion

- Vice Chair Parsons appreciated the new formatting split in these reports between capital, grants, and operations amounts.
- Chair Ridder noticed a $21M increase in CDOT's FY2027-28 Budget, thought that was negligible, and asked about standard inflation rates in the transportation industry considering the 2026 spikes in gasoline and diesel prices. Jeff deferred to CDOT Engineering, and lean state budget years usually lead to smaller (if any) increases. Chief Engineer Stefanik cited 4-6% inflation in normal times, and that this budget does not cover the latest inflationary pressures. Chair Ridder thanked the DAF team for the minimal losses in CDOT's budget due to higher-than-expected inflation.
- Commissioner Cook is nervous about the cash fund, and wonders what happens if it falls below the threshold. Jeff notes that CDOT maintains a 36-month cash forecast, and recognizes that its many multi-year projects require action long before reaching any thresholds.
- Commissioner Cook asked about any potential effects of Amendment 87 ("Graduated Income Tax" measure on Colorado's 2026 ballot). Jeff does not see any direct effects if this passes, but expects less budgetary pressure in general.
- STAC Chair Gary Beedy asked how reductions in diesel taxes can affect funding. Jeff does not have any analysis of this yet, but notes that red dye fuel (used mainly for agriculture) can now be used for on-road vehicles as a result of this Presidential Executive Order.
- Vice Chair Parsons followed up on the red dye diesel order, wondering where those diesel taxes go. Jeff said they go to the Highway Users Tax Fund (HUTF), and to the Bridge & Tunnel Impact Fee.

FY 2026-27 Budget Amendment - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: DAF is requesting the TC to review and adopt the third budget amendment to the FY 2026-27 Annual Budget, which consists of one item that requires TC approval. The third budget amendment reallocates $6.1 million total from the Maintenance Reserve Fund (Line 36) to the Roadway Surface Maintenance Program Area (Line 24) for pavement preservation projects. This workshop also discussed a proposal to "Repurpose Remaining Wildfire Mitigation Funds for Pavement Preservation."

More details on this workshop are in the October 2026 TC Packet (Pages 71 - 85).

Discussion

- Region 3 Director Jason Smith provided details around this amendment. The Aspen Airport will close for construction through much of 2027, forcing additional traffic in the area. CDOT did not want to add to this with construction detours, but delaying the Glenwood Canyon project by a year would be subject to notable inflation.
- Executive Director Lew noted that this project has been planned for much longer than the airport closure, but wanted to minimize any combined impacts on the Roaring Fork Valley. Having the same Kiewit construction manager on this project that worked on the US 50 project makes CDOT more confident in this delay not lasting any longer than expected.
- Commissioner Masters wonders about travel times between Denver and Grand Junction, and how many other construction projects might be happening along that corridor in 2027. Jason does not expect to see nearly as many projects affecting these travel times. Executive Director Lew added that Vail Pass is almost done, Floyd Hill is affecting traffic less, etc. The Glenwood Canyon project still needs to happen, and it should be a supplemental (instead of Region 3) budget need.
- Chair Ridder wonders about deterioration on CO 82, around Grand Junction, and other parts of the highway system as a result of airport construction detours. Jason agreed, and (even though he doesn't expect any major impacts) noted that Region 3 will just have to be ready for potential unexpected events.
- Maintenance and Operations Director Shawn Smith provided details on CDOT's Roadside Fire Mitigation efforts over the spring and summer of 2026. These efforts ended up costing much less than the $10M previously allocated, and proposed that the remaining $6.1M be used for pavement preservation projects (see Packet, pp. 73 - 85).

- Commissioner Masters wonders if wildfire mitigation should become a more regular - even annual - process. CDOT will at least seek these services through an “Indefinite Delivery, Indefinite Quantity (IDIQ)” contract, and then spend that money as needed for years to come.

Bridge and Tunnel Enterprise (BTE) Budget Workshop - Patrick Holinda, Katie Carlson

Purpose and Action: The Bridge and Tunnel Enterprise Board of Directors (BTE Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2027-28 Draft Proposed Annual Budget which consists of the Special Bridge Revenue Fund (C.R.S 43-4-805(3)(a) (Fund 538) and the Collision Prevention Fund (C.R.S 43-4-805(3.5)(a) (Fund 549) for review and comment.

More details on this workshop are in the October 2026 TC Packet (Pages 86 - 109).

Discussion

- Commissioner Cook noted higher than expected administrative costs. Patrick attributes this to campaign startup and public outreach in the first year, and likely less of this spending in subsequent years.
- Commissioner Cook asked if “Compensation” is for new staff. Patrick cited help from the Division of Transportation Development (DTD) and various CDOT regions, and does not foresee the need for a new hire to handle this work.
- Vice Chair Parsons asked about the outreach campaign. BTE is working with CDOT Communications and county clerks on some advertising and other potential outreach efforts.
- Chair Ridder asked when this fee starts getting collected: January 1, 2027. This is an optional fee, so an opt-*out* will also be available. Commissioner Masters and Patrick both noted the education process needed to explain this fee’s opt-out, other fees’ opt-*in*, etc.
- Patrick provided details on BTE’s FY27 Budget Supplement, requesting $1.3M for a bridge in Poor condition on CO 9 over the Union Pacific Railroad (Structure ID D-11-N), and $8.6M for passing lanes and safety improvements on US 287 over Dale Creek (Structure ID A-15-A).
- Chair Ridder commented as a weekly traveler on CO 9, and looks forward to seeing this project expedited.

Fuels Impact Enterprise Draft FY 2027-28 Draft Budget - Darius Pakbaz

Purpose and Action: This workshop provided a summary of the draft budget for Fiscal Year 2028 for adoption by the Fuels Impact Enterprise Board of Directors (FIE Board).

More details on this workshop are in the October 2026 TC Packet (Pages 110 - 120).

Discussion

- Commissioner Masters asked a question, but the YouTube audio went out. When the audio was restored, DTD Director Pakbaz was describing various projects that FIE has already funded.
- DTD Director Pakbaz confirmed that this fee sunsets on January 1, 2030. Vice Chair Parsons wonders if it could be extended or renewed, which would ultimately be up to the State Legislature.

Alternative Construction Delivery Methods - Casey Valentinelli, Tony Brindisi, Heather Paddock

Purpose and Action: This workshop provided an overview of the SB21-260 statutory requirement for CDOT capital projects using an alternative delivery method

- I-25 at Speer & 23rd interchanges in Region 1; and
- I-25 Segments 3B & 4 in Region 1 and 4 where staff are recommending the use of Construction Management/General Contractor (CM/GC) delivery method.

Region 1 and Region 1&4 are requesting TC adopt two resolutions that support staff's recommendation for Speer & 23rd and I-25 Segments 3B & 4.

More details on this workshop are in the October 2026 TC Packet (Pages 121 - 161).

Discussion

- Commissioner Masters asked if there was any downside to participating in this method. Region 4 Director Paddock noted that there are a variety of opinions in the industry, and that negotiations end after three rounds with a low-bid process. Chief Engineer Stefanik added that Alternative Delivery means that more than one contractor is usually involved, and that it can be a better option for certain types of projects.
- Commissioner Masters asked if Alternative Delivery places any additional burdens on CDOT. Director Paddock cited additional outreach and risk assessment requirements. Executive Director Lew added that CDOT has added this TC input opportunity out of an abundance of caution. Alternative Delivery

has worked well on these I-25 projects, with much of it being delivered within scheduling and budget estimates.

Road Enterprise Workshop - Darius Pakbaz

Purpose and Action: This workshop summarized pavement needs and improvement projects on the State Highway System, and described the new Road Enterprise enacted under House Bill 26-1430 and signed into law on June 4, 2026. The Enterprise offers a dedicated tool to address long-term pavement preservation, repair, and replacement.

More details on this workshop are in the October 2026 TC Packet (Pages 162 - 201).

Discussion

- Executive Director Lew began this segment with an overview of the Road Enterprise and its relation to Colorado's greater road needs. The State Legislature added this at the end of its 2026 session, and would go through even if Initiative 175 ("Restore Our Roads") had stayed on the November ballot and passed. The Road Enterprise will provide a permanent and stable source of funding for road pavement repairs and other maintenance.
- Executive Director Lew commented on the "Hypothetical Scenario" of what this enterprise can contribute with additional resources (see Packet, p. 187).
- Chair Ridder asked about this funding's source, which is the Oversized/Overweight Fee. Finance Director Sudmeier added that this used to be a "miscellaneous" fund in the CDOT budget. Executive Director Lew added that the State Legislature created this enterprise through a late amendment to HB26-1430 ("Transportation Funding Adjustments").
- Chair Ridder asked if bonding is a possibility to raise remaining funds, and TC Attorney Austin Curry confirmed that it is.
- Commissioner Barrett asked where the funding limitation came from, which was Amendment 117 (Require Voter Approval of Certain New Enterprises Exempt from TABOR Initiative, passed in 2020).
- Commissioner Hart thanked CDOT for this work, and looks forward to this important new funding. He asked how the enterprise determined its regional budget allocations (see Packet, p. 186), and Director Pakbaz promised to discuss this in more detail at future Road Enterprise Board meetings. Executive Director Lew added the possibility of a future fee package, and expects many

of these questions to be addressed before and during the 2027 State Legislative session.

- Commissioner Cook stressed the importance of clarity in making these funding decisions.
- Vice Chair Parsons looks forward to discussing Board policies that determine funding allocations, and potential new fees.

I-270 Corridor Improvements Project Update - David Merenich

Purpose and Action: This workshop provided an update on the Interstate 270 (I-270) Corridor Improvements Project. It focused on key areas including the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), upcoming construction to replace eight critical bridges, scheduled outreach events, and ongoing community enhancement initiatives. It highlighted strong stakeholder support for initiating the FEIS/ROD preferred alternative and emphasized the urgent need to repair I-270 bridge infrastructure, supported by insights from the Bridge and Tunnel Enterprise (BTE).

More details on this workshop are in the October 2026 TC Packet (Pages 202 - 217).

Discussion

- Chair Ridder asked about total time from the first dig until the final vehicle goes through. David is projecting no more than six (6) years based on current funding, and potentially sooner if more funding becomes available.

Adjourned at 4:38 PM.

Transportation Commission (TC) Board Meeting

Thursday, October 15, 2026 - 9:00 AM

Call to Order, Roll Call

Eight (8) Transportation Commissioners were present: Chair Rick Ridder, Vice Chair Hannah Parsons, Diane Barrett, Shelley Cook, Juan Marcano, Barbara Bowman, Terry Hart, and Todd Masters.

Commissioners Carl Castillo, Cecil Gutierrez, and Barbara McLachlan were excused.

Public Comments

Public Commenters YouTube Video:
https://www.youtube.com/live/_ze5OJhocZI
Timestamp 0:54 - 43:26

- Katherine Gale (Chief Legal Counsel for Integrity Matters) addressed the environmental assessment and other considerations of a potential new overpass at County Line Road between Douglas and El Paso Counties. The wildlife overpass just one mile north of this area has significantly reduced wildlife strikes. This new interchange, however, would be where Colorado Parks and Wildlife considers an elk and mule deer highway crossing area. Moose and other protected species are also common in this area. She hopes CDOT puts both environmental and traffic concerns in the forefront when considering this potential new overpass.

- Laurel Schal (a long-time resident of Palmer Lake) shared her concerns over traffic impacts from a new Buc-ee's in the Tri-Lakes area. She wants to make sure current traffic patterns are preserved despite this development.

- Lynette Posada (resident of Monument) has shared multiple reports with County Commissioners, and wants TC and CDOT to consider them in ways that other decision makers have not until now. Official estimates of traffic design and volumes are not making sufficient consideration of population growth, environmental impacts, and emergency management.

- Dana Duggan (President of Integrity Matters) shared multiple reports with TC about the potential impacts of a new Buc-ee's in Palmer Lake. She has spoken with other communities that now have a Buc-ee's, and at least one has seen

traffic backups of up to 30 miles.

- Atis Jurka (resident of Palmer Lake, and a member of its Board of Trustees) shared multiple concerns over a potential new Buc-ee's. Emergency evacuations and truck traffic are not being addressed under the current study, even though an exit lane was lengthened to one (1) mile long just to handle Renaissance Fair traffic.

- Nancy Jurka (Atis's wife, and standing in for Marty Brozek) shared her concerns about how much more lighting would come with a new Buc-ee's, endangering Palmer Lake's Dark Sky designation. Vehicle crashes and emergency evacuations would be affected significantly by the increased traffic.

- Karen Steuth (Palmer Lake resident) noted that the I-25 / County Line Road interchange is not just for commercial development, but how she and her neighbors get home. Monument Hill is not a normal stretch of interstate: the combination of its regular inclement weather and a potential Buc-ee's would compound the challenges of handling vehicle crashes, protecting the environment, and emergency evacuations.

- Roger Moseley (Palmer Lake Trustee) is appalled by the changing estimates of traffic from a new Buc-ee's, and wants TC and CDOT to pay close attention to this data. He also shared concerns over increased benzene and other toxic emissions from dozens of new gas pumps in the area. The County Line exit lane is not nearly long enough to handle this new traffic, and Monument Hill's weather would make all of these conditions worse. He does not want to see the town or county pay for any of these improvement needs.

- Matthew Grubesic (long-time El Paso County resident) shared videos of traffic around a Buc-ee's in Arizona. Despite that Buc-ee's being next to an 8-lane highway, traffic still had to be detoured due to overwhelming volume. "Now imagine all of that happening on Monument Hill." Outdated zoning ordinances allowed El Paso County to classify this Buc-ee's as a convenience store, and a county official who helped approve this in 2017 is now a consultant for Buc-ee's. "This wreaks of impropriety: citizens' concerns are not being addressed (or even heard)," and urges TC to not approve this development.

- Amy Phillips is concerned about the I-25 / County Line Road interchange, and how much more of a burden a new Buc-ee's would place on it. She suggested moving this Buc-ee's to the site of Pike Peak International Raceway (PPIR) south

of Colorado Springs: it's already a developed area, there's no need for this north of Colorado Springs, they'd have more customers once PPIR re-opens, and she thinks they'd be more welcome on the south side of Colorado Springs.

- Renee Trudell was called, but did not answer.

- Frederick Darling was called, but did not answer.

- Gene Kalesti (Palmer Lake Resident, former parks commissioner, and Rocky Mountain Institute's 2023 Crew Leader of the Year) has spent years in environmental restoration and protection, and is deeply concerned over a new Buc-ee's on Monument Hill. Emergency evacuations may have to happen by walking. He noted Governor Polis and Senator Bennet appealing directly to the founder of Buc-ee's to consider a location where its presence is welcome. CDOT should study this entire situation (traffic, lighting, water, etc.), hold more thorough public involvement, and preserve this area.

- Debbie Hall (long-time resident of Monument Hill) shared how harsh the weather in her area can be, and the added challenges of traffic and emergency management. A new Buc-ee's in this area would compound these challenges. She asked CDOT to judge the actual traffic, look at impacts on the larger area. She also suggested that Buc-ee's consider a location further south, even closer to Pueblo.

- TC also received written comments from Jeffrey Woodruff (Chair of the Pitkin County Board of Commissioners), Tom Boyd (Chair of the Eagle County Board of Commissioners), Rick Pelton (Cheyenne County Commissioner), Atis Jurka (Palmer Lake Trustee), Warner De Leon, David Marks, Karen Studt, Roger Mosley, Jamie Murphy, Darren Feik, Angela Feik, Frederick Darling, Laurel Shaw, Jean Colletti, Gage Parish, Deborah Hall, Dana Dugan (President and Co-Founder of Integrity Matters), Leslie Penton, Mike Stern, and Don Hume.

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.

CDOT Executive Director's Report - Shoshana Lew

- Executive Director Lew noted a very busy month for CDOT, moving from construction season into the winter, and a celebration of Region 2's work during the Aspen Acres Fire. CDOT just started its work on I-270, and should finish its

work on Vail Pass within the next month. There have been several events marking construction progress on Floyd Hill and along I-25 north. FHWA will join CDOT next week to discuss traffic management and other issues. Winter Snowfighting season starts soon, providing an opportunity to celebrate those who keep Colorado's roads passable through the winter.

Comments of the Chair and Commissioners

- Vice Chair Parsons thanked all who provided public comments, thanked CDOT staff for this month's substantial TC packet, and thanked all who attended the Military Access and Mobility Safety Improvement Project (MAMSIP) ribbon cutting in Colorado Springs.

- Commissioner Masters thanked CDOT for all the work that went into yesterday's workshops. He especially thanked all who've worked on the I-270 project, which has many more stakeholders and considerations than most other projects.

- Commissioner Hart thanked the public for its comments, all of which will be given serious consideration. He looks forward to the I-270 project providing major relief to both traffic congestion and local impacts. He's thrilled about the Road Enterprise starting to improve rural road conditions despite still-limited funding and increasing inflationary pressures. And Colorado's elevation and radical weather changes (like this week's snow, right after a summer of record heat) remind us of CDOT's incredible challenges with maintaining its system.

- Commissioner Bowman attended a Colorado Open Space Alliance (COSA) event in Crested Butte, and noted how many people were surprised with Colorado having so many scenic byways, and so many of them being electrified. This event gave extra recognition to CDOT for work on the Hanging Lake, Mount Blue Sky, and Blue Mesa Bridge projects. She got to see firsthand how well CDOT responds to traffic incidents like she saw on US 50. Thanks again to CDOT and Region 3 for deferring work on I-70 through Glenwood Canyon while the Aspen Airport is closed.

- Commissioner Marcano shared concerns with Colorado's air quality, its worst in decades this year. His wife (age 39) has had persistent asthma attacks throughout this past summer's ozone season, leading to a two-night hospital stay that cost $100k. She's now on home oxygen, and had to go back into the ICU for heart & lung dialysis. This has all served as an important reminder of

how any request for “capacity improvements” has significant environmental and health impacts, and TC should cut through the flawed modeling that promises lower congestion and air pollution while increasing vehicle miles traveled. This has not once ever resulted in that outcome, and we need to do better for ourselves and those yet to come.

- Commissioner Cook noted how the I-70 / Kipling interchange has been closed for several days over the past month, and will need even more work to replace it in a few years. She acknowledged CDOT and Region 1 for its work to make these closures as smooth as possible. She’s taken several Bustang tours to show others how easy it is to take transit into the mountains. She also appreciated how much of both the I-270 and I-25 North projects include transit with mobility hubs and more streamlined interchanges. Bus travel times are already competitive with driving, and should soon be even shorter.

- Commissioner Barrett thanked CDOT again for holding the September TC meeting in Pueblo with a bus tour of several CDOT facilities along the way.

- Chair Ridder noted that “this is the slippery season” of ice, snow, and leaves, and asked all travelers on all types of vehicles to take extra care. He thanked CDOT for all the help and information it provides travelers, especially when there’s a major traffic accident. The Region 3 Maintenance team near Steamboat fixed guardrails after 6-9 months, and he reminds his neighbors to check the website.

Chief Engineer’s Report - Keith Stefanik

- Chief Engineer Stefanik passed on his report in the interest of time.

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

- CTIO Director Darlington added to yesterday’s Joint Service update, and that she’ll be Chair of its Oversight Committee (JSOC) over the next year. CTIO has hired Brandon Schafer to help further coordinate Joint Service.

Federal Highway Administration (FHWA) Report - Liz Kramer

- Liz wished everyone a Happy New Fiscal Year, and looks forward to the FHWA Ambassador to Colorado visiting next week.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy

- Chair Beedy noted that the October STAC meeting included updates on rest areas, Clean Transit Enterprise, Transportation Alternatives Program (TAP) and Safe Routes to School programs opening soon, Strategic Growth laws and Neighborhood Centers (and the burdens they can place on small rural communities). The next STAC meeting will be in-person at CDOT on November 5, and will include many of the same topics covered at this TC meeting. STAC will also re-visit the idea of establishing an Active Transportation Advisory Committee.

Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of September 17, 2026;
- Proposed Resolution #2: IGA Approval >$750,000;
- Proposed Resolution #3: Disposal Parcel Disposal Lots 16, a portion of lot 24, all in Block 20, Cripple Creek Colorado;
- Proposed Resolution #4: Disposal Parcel 1-EX, US 40 (West Colfax) and Pike Street, Golden CO;
- Proposed Resolution #5: Disposal Parcel A1-Rev, US 85 (S. Santa Fe Dr) and W Dartmouth Ave, Englewood;
- Proposed Resolution #6: Disposal Parcels 6-EX and 6A-EX, US 287, Prowers County;
- Proposed Resolution #7: Wolf Creek West Maintenance Facility - Granting a Utility Easement to La Plata Electric Association; and
- Proposed Resolution #8: US Highway 160A Access Permit Appeal.

- Commissioner Masters moved to approve this consent agenda, Commissioner Cook seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #9: Speer/23rd Bridge/Interchange Reconstruction Alternative Delivery Recommendation Approval - Tony Brindisi

- Commissioner Barrett moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #10: I-25 Segment 3B/4 Alternative Delivery Recommendation Approval - Heather Paddock

- Commissioner Cook moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #11: 3rd Budget Supplement of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

- Commissioner Bowman moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #12: 3rd Budget Amendment of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

- Commissioner Marcano moved to approve this resolution, Commissioner Cook seconded, and it passed unanimously.

Recognitions and Other Matters

- Recognizing the Runners-up and Winners of the FY26 CDOT Innovations Challenge - Shawn Smith, Gary Vansuch
    - The Outstanding Tool Improvement Award:
        - Runners-up:
            - Matt Stearns, Tim Meagher, Robert Roscoe, and John Martensen (Region 2): “Bolt-on Chute System for Sander V-Box”
            - Jamie Lawson (Region 5): “Auger Stuffer”
        - Winner: Josh Horton (Region 4): “Box Culvert Cleaner”
    - The Outstanding Productivity Improvement Award:
        - Runner-up: Summer Slama and Cameron Olvey (Region 2): “Prairie Dog Scoochin’”
        - Winner: Ryan Peiffer (Region 4): “ROW / Survey GIS Web and Field Maps Integration”
    - The Outstanding Business Process Improvement Award:
        - Runner-up: Brian Varrella, Kalli Waller, and Brian Campbell (Regions 4 and 5): “2D Quick Checks”
        - Winner: Jessica Terry, Berkeley Williams, Stephen Ranum, and Nyssa Beach (Division of Engineering): “SIMSA - System for Inspection and Management of Structural Assets”

    - The Outstanding AI-Enabled Improvement Award:
        - Honorable Mention: Sonia Irakoze (Engineering intern): “The CDOT Compass”
        - Winner: Remy St. Pierre and Ally Magish (Region 1): “Program Management Oversight (PMO) AI”
    - The People’s Choice Award:
        - Runner-up: Ryan Peiffer (Region 4): “ROW / Survey GIS Web and Field Maps Integration”
        - Winner: Summer Slama and Cameron Olvey (Region 2): “Prairie Dog Scoochin’”
- Commissioner Cook thanked CDOT for this challenge, one of her favorite events each year. Chair Ridder echoed this praise, and hopes that they extend far beyond Colorado.

Adjournment

- The TC Board Meeting adjourned at 10:57 am.
- **The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, November 18-19, 2026.**

COLORADO
Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: The Statewide Transportation Advisory Committee

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer

Date: November 5, 2026

Subject: Proposed FY 2027-28 Annual Budget

Purpose

To review the Proposed FY 2027-28 Annual Budget, set for approval by the Transportation Commission (TC) in November 2026.

Action

No action is requested at this time.

Proposed FY 2027-28 Annual Budget Allocation Plan

The draft Proposed FY 2027-28 Annual Budget Allocation Plan is available on the Department's website: https://www.codot.gov/business/budget/cdot-budget. The Proposed Budget Allocation Plan is a comprehensive annual budget that includes a Budget Narrative, Revenue Allocation Plan, Spending Plan, and supplemental reports.

- The Budget Narrative includes current program descriptions and funding detail supporting the annual budget.
- The Revenue Allocation Plan (Attachment A) shows how one year of revenue is allocated to CDOT's programs, including cost centers and program pools.
- The Spending Plan estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years. (This report will be available for review in November 2026.)

The Proposed FY 2027-28 Annual Budget is balanced using the FY 2026-27 Quarter 1 Revenue Forecast, which reflects $2,321.2 million in total revenue that is available for programming in FY 2027-28 for CDOT and the enterprises. Revenues specific to a program that are considered inflexible (i.e. federal and state mandated programs) have been automatically adjusted based on the FY 2027-28 revenue forecast. Asset Management and Maintenance programs are funded according to the FY 2027-28 Asset Management Planning Totals, approved by the TC in September 2024. All other program revenues are flexible and are initially set based on the FY 2026-27 budget amounts as adopted by the TC in March 2026 (and amended in July and September 2026), with some exceptions which are detailed below.

New Design for Revenue Allocation Plan

The Revenue Allocation Plan (Attachment A) has been updated to provide greater transparency into how funds are allocated and expected to be used across CDOT and the enterprises. The revised format separates budget lines into two primary sections: “Capital and Grants,” which includes capital construction and suballocated grant programs, and “Operating” which captures operating activities. Budget lines are categorized based on their predominant or primary intended use, recognizing that some lines support a combination of capital and operating activities and cannot be cleanly separated.

The capital and grants section totals $1,102.1 million, while the operating section totals $621.2 million. The total CDOT budget, including both capital and operating allocations, is $1,723.3 million. This change is intended to provide a clearer view of how funds will be used while maintaining a practical and transparent representation of the Department's revenue allocation structure.

Proposed Budget Highlights

FY 2027-28 Revenue Forecast

Forecasted revenues for FY 2027-28 CDOT and the enterprises total $2,321.2 million compared to FY 2026-27 revenues of $2,300.7, representing growth of less than 1 percent.

The FY 2026-27 Quarter 1 Revenue Forecast shows that CDOT’s share of Highway Users Tax Revenue (HUTF) in the State Highway Fund (SHF) is expected to remain fairly flat going into FY 2027-28, despite increases to several fee rates. This is largely attributable to declining growth in fuel consumption and lower overall economic growth expectations. The FY 2027-28 Proposed Budget allocates the majority of the forecasted flexible HUTF revenue to Maintenance and Operations and Administration and Agency Operations, which are not eligible for FASTER or federal revenue. In order to increase allocations to address rising costs for these lines (discussed in more detail below), the Proposed Budget allocates minimal flexible state funds for state match to federal-aid projects in the capital construction program. Instead, the Department will rely on the SB 21-260 General Fund transfers to address state match requirements for FY 2027-28.

Budget for 10 Year Plan Projects (Lines 10, 19 and 46)

Beginning with the FY 2027-28 budget, the Department will incorporate $50 million in anticipated FHWA redistribution into the revenue forecast, and allocate these funds to the 10 Year Plan. Historically, FHWA redistribution funding is received in late August and allocated through a budget amendment later in the fall. Based on the Department’s historical redistribution receipts, the lowest amount received has been approximately $50 million. This history provides a reasonable basis for incorporating $50 million into the budget adopted by the TC before the start of the fiscal year. Including a baseline amount of anticipated redistribution revenue in the 10-Year Plan will help advance the Department’s adopted priorities, maintain planned project schedules, and maximize the impact of available federal funding. Any FHWA redistribution revenue received above the $50 million

included in the adopted budget will continue to be incorporated through the established budget amendment process.

The total budget allocated for the 10 Year Plan for FY 2027-28 is currently $229.1 million. This is the sum of the three 10 Year Plan Projects budget lines, with 10% of this total allocated to 10 Year Plan Projects - Multimodal line (Line 46). This amount will likely change through the budget process.

Of the total allocation, approximately $25.9 million represents the balance of flexible federal revenue (STBG and NHPP) that was available after funding asset management, and other programs that use flexible federal funds. Other funding sources for the 10 Year Plan include the FHWA Bridge Formula Program, and half of the annual apportionment of the FHWA National Highway Freight Program. These programs total $56.8 million for FY 2027-28. Additionally, SB 21-260, which was subsequently reduced by HB 26-1289, transfers $96.4 million in General Fund to the State Highway Fund in FY 2027-28, of which $10.0 million is to be used for projects that reduce vehicle miles traveled or that directly reduce air pollution. The full $96.4 million was added to the 10 Year Plan lines for FY 2027-28 to ensure flexible state funding is available to provide required match for federal-aid projects.

Debt Service (Line 70)

The full debt service obligation for FY 2027-28 is $59.0 million for both SB 17-267 and Headquarters (HQ) COPs. The Proposed FY 2027-28 allocation for CDOT's debt service is currently $35.5 million of flexible FHWA funds to address the SB 17-267 COPs. The SB 17-267 COPs have been federalized, so federal funds must be allocated in the budget for that purpose. Senate Bills 21-260 and 21-265 provided a combined total of $265.0 million to cover debt service on SB 17-267 COPs beginning in FY 2021-22. After covering debt service payments in FY 2021-22 through FY 2026-27, staff anticipates that $93.4 million will roll forward and be available to cover the remaining debt service obligation for SB 17-267 and HQ COPs in FY 2027-28, and subsequent years until exhausted.

Additional Potential Changes for the FY 2027-28 Budget

DAF identified the following outstanding issues or questions that will likely result in further changes to the FY 2027-28 Annual Budget Allocation Plan:

- *Statewide common policies, and increases to staff salaries and benefits:* Additional funds may be needed for statewide common policies, especially salary and benefits increases to align with the Governor's Budget Request. Statewide common policies are costs or services that are centrally managed or provided by other state agencies (e.g. the Department of Personnel and Administration, or the Governor's Office of Information Technology). CDOT's share of each cost or service is built into the Governor's Budget Request each year and updated throughout the legislative budget setting process.

  These changes are not reflected in the Proposed Budget, but they will primarily impact the Maintenance Program Areas (Lines 23 - 32), Agency Operations (Line 66) and Administration (Line 67), all of which are funded with flexible state funds.

Currently, these lines reflect the FY 2026-27 allocations that the TC adopted in March 2026, except for Agency Operations reflects a small reduction to balance the budget to the forecast for flexible state funds for FY 2027-28.

- *Administration (Line 67):* Legislative and Office of State Planning & Budget (OSPB) actions during the budget-building cycle may require changes in Administration spending for CDOT. The Administration line, which is annually appropriated by the General Assembly, has not yet been updated to reflect actions resulting from the legislative budget process. The CDOT legislative budget request will be submitted to the Joint Budget Committee as part of the Governor's Budget request on November 1, 2026. Staff anticipates adjustments prior to November 1 as statewide common policies are finalized and these adjustments will be incorporated into the Proposed Budget prior to the TC's adoption of the budget in November 2026. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.

- *Legislative Changes*: The Governor's FY 2027-28 Budget Request that is submitted to the legislature on November 1, 2026 may contain proposed legislative changes that impact the CDOT budget. Any legislative changes would be considered by the General Assembly during the 2026 legislative session starting in January 2026. Staff will monitor any proposed legislation that impacts the budget and incorporate any impacts into the FY 2027-28 budget for bills that are passed, though changes may be incorporated into the budget sooner to reflect bills that are likely to pass if the change would have a material impact on the budget.

- *Decision Items:* During the FY 2027-28 budget-building process, CDOT divisions and regions can request decision items, which are requests for funding that represent a significant change to a division's current program (e.g., new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than $1 million are reviewed and subject to approval by the EMT, while decision items of $1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2027. The TC will have an opportunity to review any potential decision item requests during the February 2027 Budget Workshop, prior to the March adoption of the Final FY 2027-28 Annual Budget Allocation Plan.

Next Steps

In November 2026, DAF will:

- Update the Administration budget (Line 67) based on final Common Policy updates provided by the Governor's Office. This update may impact other line items, including Maintenance Program Areas (Lines 23 - 32) and Agency Operations (Line 66).

- Incorporate increases to state employee salaries and benefits to align with the Governor's Budget Request.

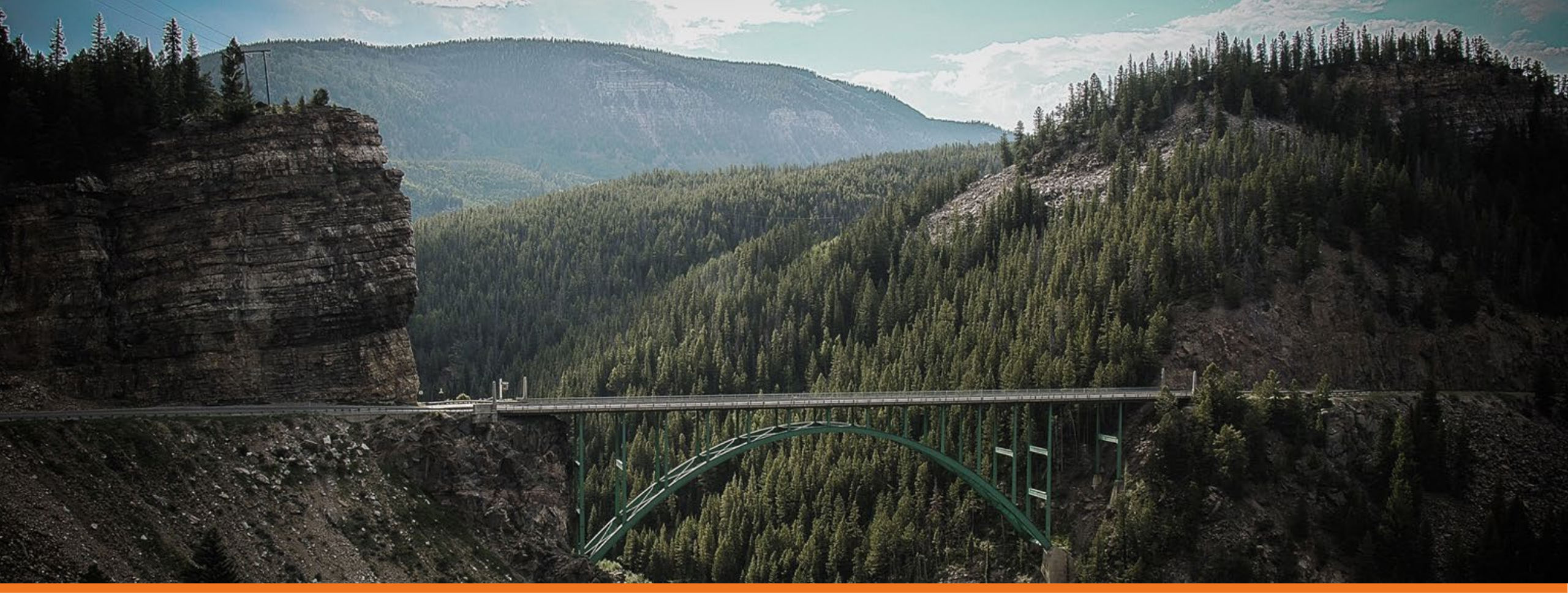
- Present the Proposed FY 2027-28 Annual Budget Allocation Plan for TC approval, including any changes related to topics discussed during October, for submission to the OSPB and General Assembly on or before December 15, 2026.

After November, DAF will continue to address the following items for the FY 2027-28 Annual Budget:

- In January 2027, the FY 2027-28 Annual Budget Allocation Plan will be updated, if necessary, to reflect the most recent revenue forecast.
- In February 2027, the TC will be asked to review and approve any decision items of $1 million or more, and additional changes related to common policy updates, or updated forecasts of revenues. The TC will also be asked to review and approve any final actions to balance the budget based on decision items, and the most recent revenue forecast.
- In March 2027, the TC will be asked to review and adopt the Final FY 2027-28 Annual Budget Allocation Plan.

Attachments

Attachment A – Draft FY 2027-28 Revenue Allocation Plan
Attachment B – Presentation



COLORADO
Department of Transportation

November 2026 Budget Workshop
Draft Proposed FY28 Annual Budget

Agenda

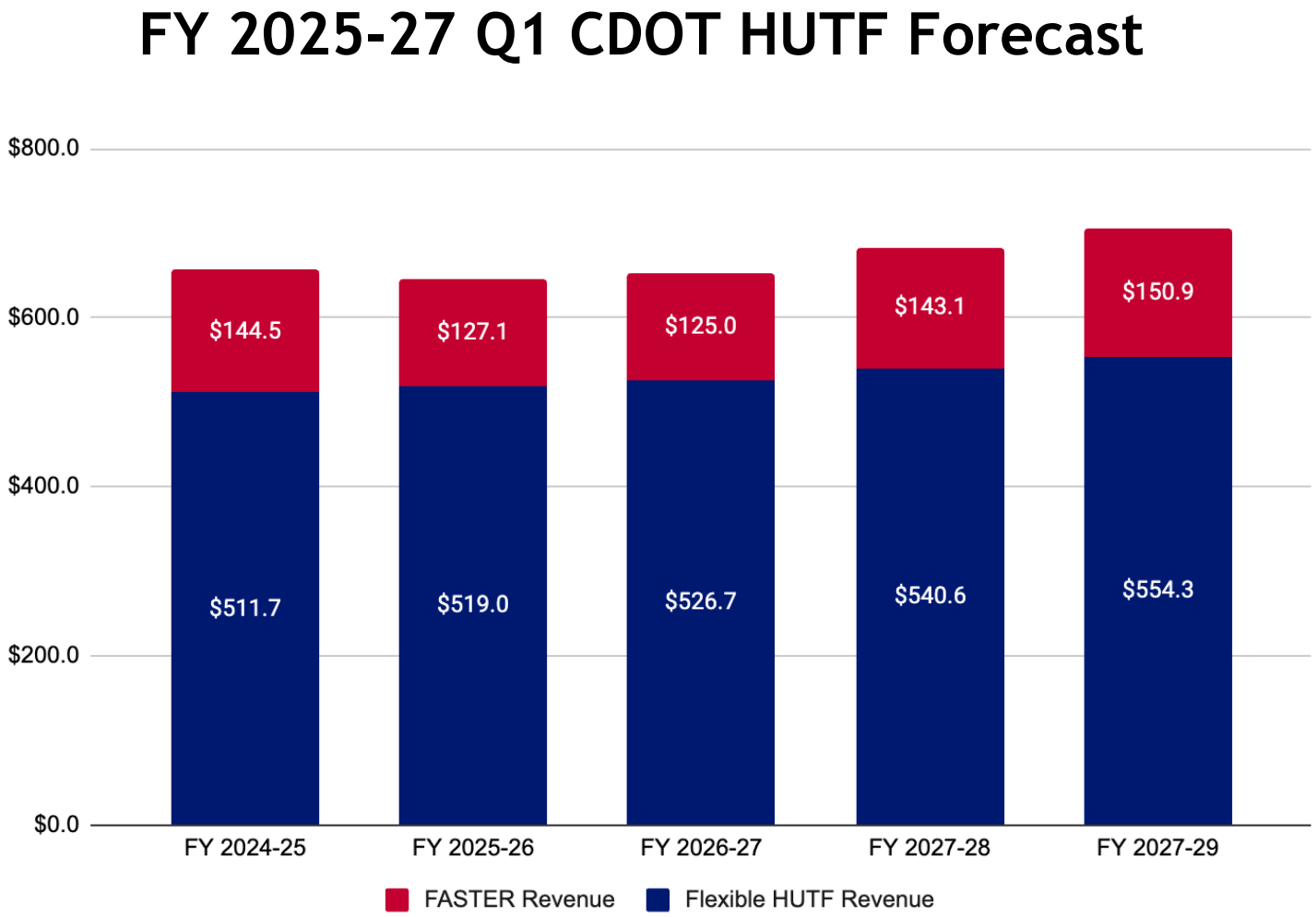
- FY28 Revenue Forecast
- FY28 Proposed Budget Allocation Plan
  - Revenue Allocation Plan
  - Spending Plan
  - Budget Narrative and Other Budget Appendices
- Budget Development Process
- FY28 Budget Highlights
- Additional Adjustments Coming
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel

HUTF Revenue Forecast Update

- Flexible HUTF revenue is expected to remain fairly flat going in to FY 2027-28, despite increases to several fee rates. This is largely attributed to declining growth in fuel consumption and lower overall economic growth expectations.
- Senate Bill 25-258 temporarily reduced the Road Safety Surcharge by $3.70 for all weight classes for FY 2025-26 and FY 2026-27. The fee rate will return to the full amount in FY 2027-28, which will lead to an increase in FASTER funds that fiscal year.

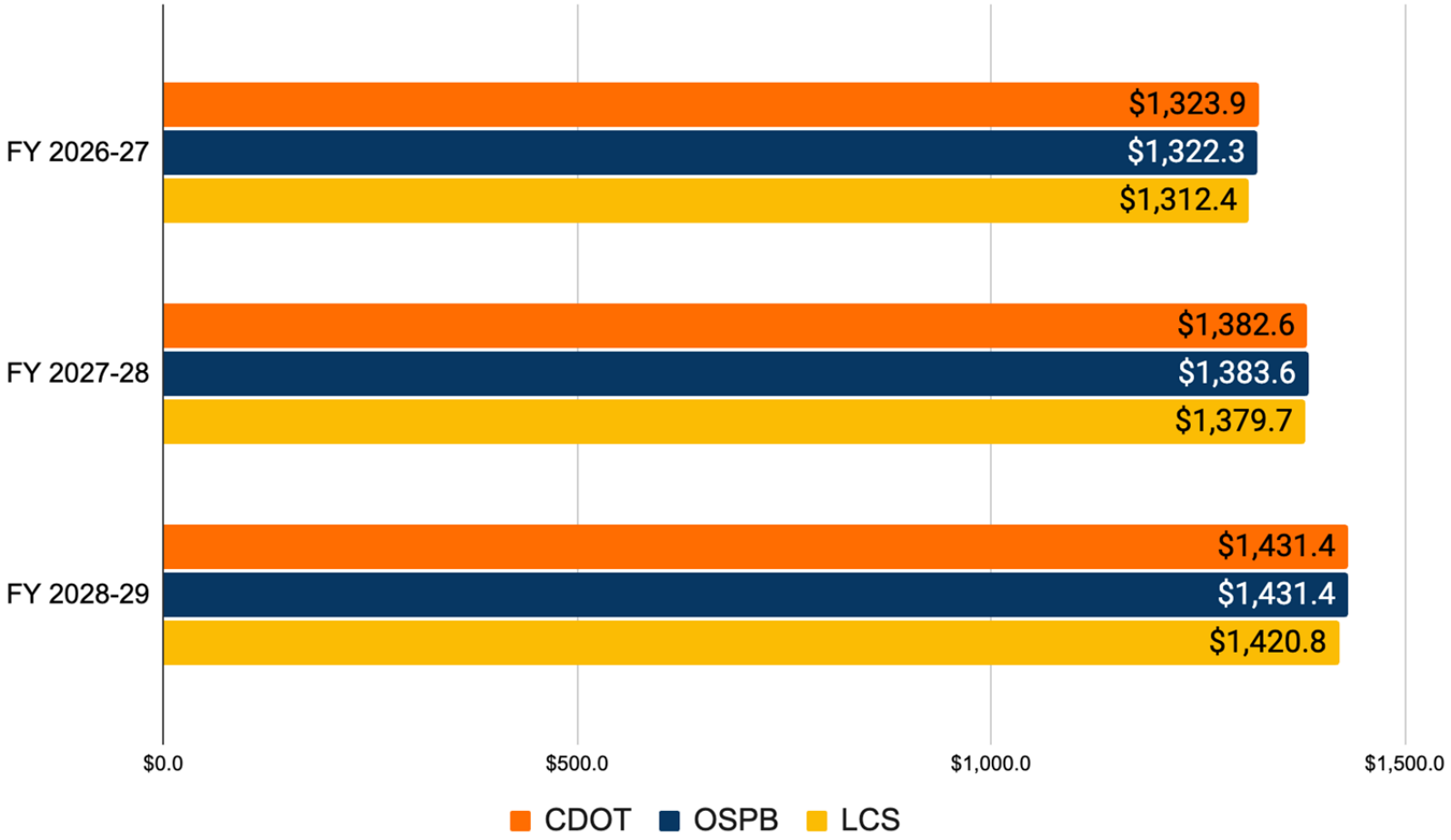


OSPB and LCS Revenue Forecasts

The statewide revenue forecasts from the Office of State Planning and Budget (OSPB) and Legislative Council Staff (LCS) are forecasting that state revenue will surpass the TABOR cap in FY 2026-27 and FY 2027-28.

While surpassing the TABOR cap does not directly impact CDOT's revenue, there is a risk that the decreasing availability of General Funds may impact future General Fund transfers to State Highway Fund. Any actual changes would depend on actions taken by the General Assembly to balance the budget.

Statewide HUTF Forecast Comparison (Millions)



Sources of CDOT & Enterprise Revenue FY28

Colorado Transportation Investment Office
$207.2 million - 8.9%
Tolling & managed lanes, Congestion Impact fee

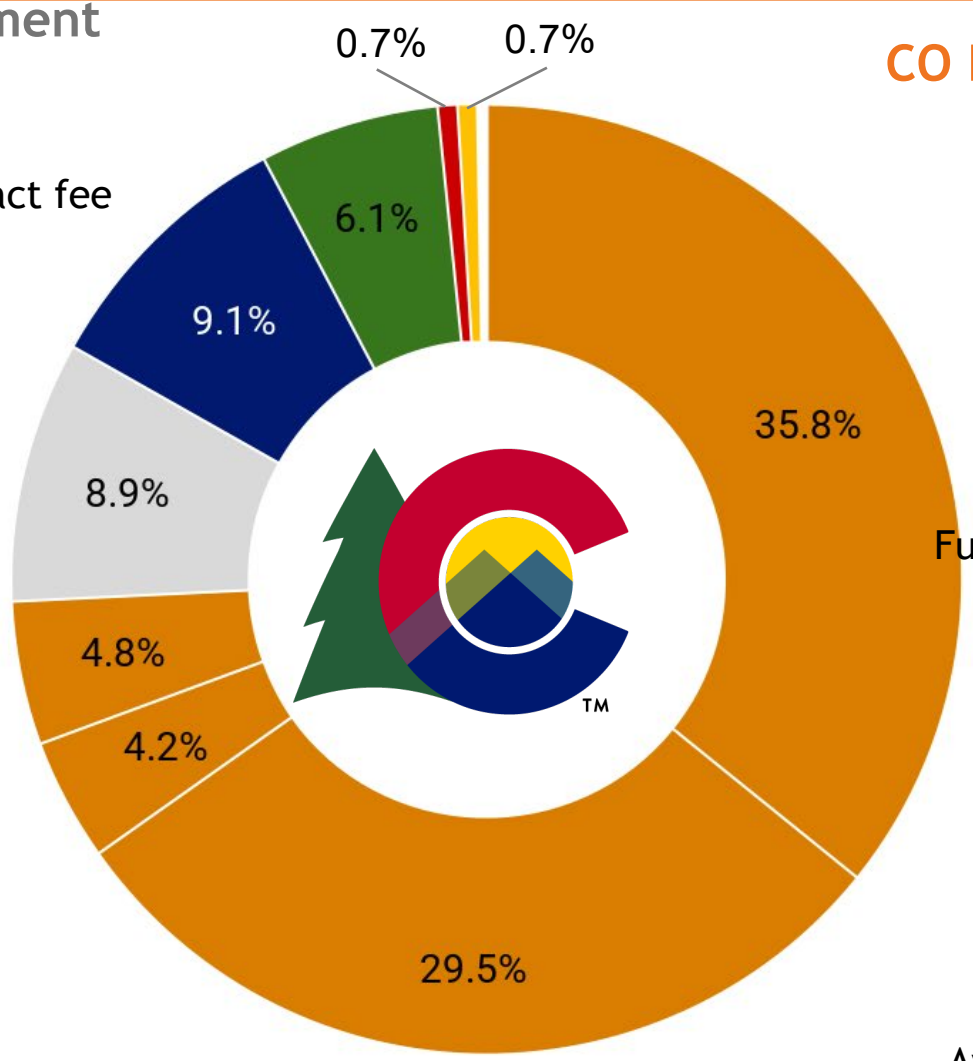
Bridge & Tunnel Enterprise
$210.7 million - 9.1%
Bridge Safety surcharge, Bridge and Tunnel Impact fee, Retail Delivery fee

Clean Transit Enterprise
$141.7 million - 6.1%
Retail Delivery fee, Oil and Gas Prod fee

Nonattainment Enterprise
$15.2 million - 0.7%
Retail Delivery fee, Rideshare fee

Fuels Impact Enterprise
$15.8 million - 0.7%
Fuels Impact Reduction fee

ROAD Enterprise
$7.4 million - 0.3%
Oversize / Overweight Permit fees



$2,321.2M CDOT + Enterprises

CO Department of Transportation
$1,723.3 million - 74.2%

Federal Programs
$830.4 million - 35.8%
18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund
$683.6 million - 29.5%
Fuel taxes and fees, vehicle registrations, FASTER fees, Retail Delivery fee

General Fund
$96.9 million - 4.2%
General Fund Transfers to the State Highway Fund, Capital Development Committee funds

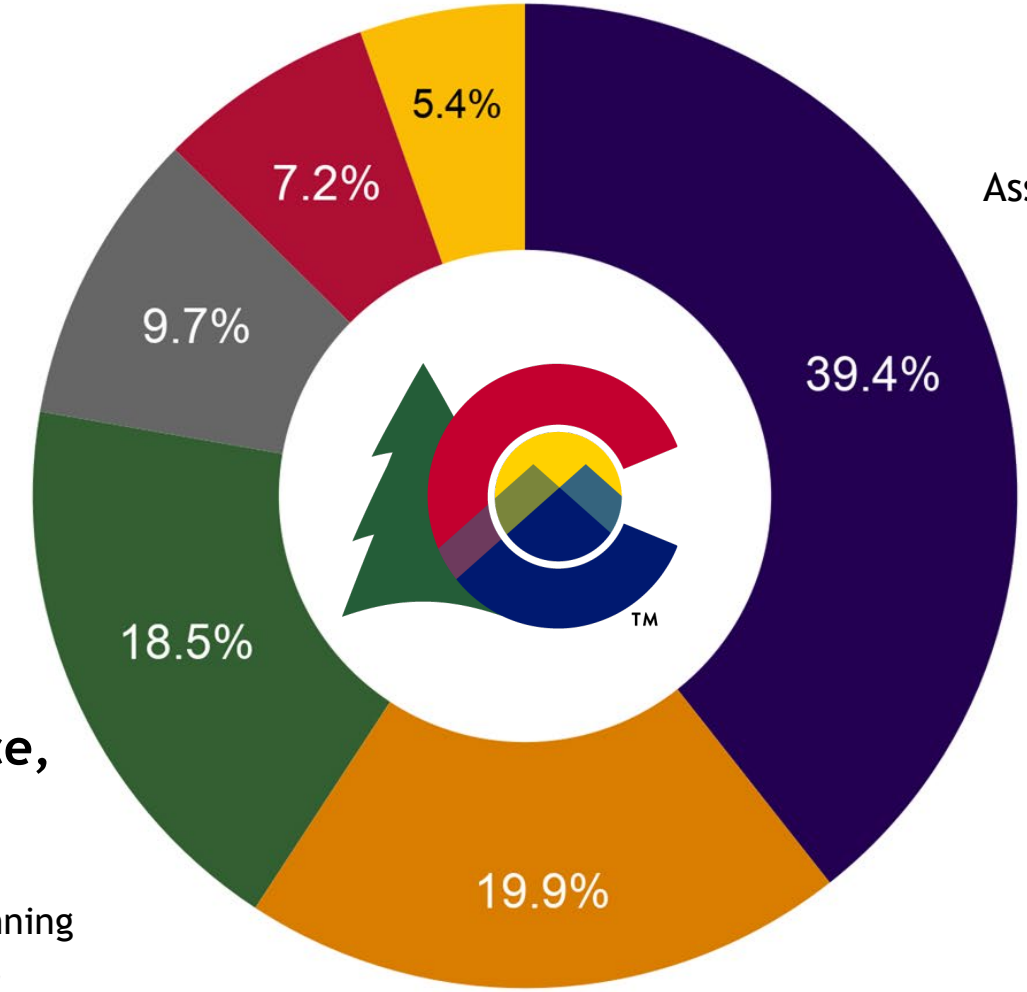
Other State Funds
$112.4 million - 4.8%
Aviation fuel taxes, appropriated special programs, miscellaneous revenue

Uses of CDOT & Enterprise Revenue FY28

Multimodal and Mobility Programs
$126.1 million - 5.4%
Innovative Mobility, 10-Year Plan Projects (Transit), Rail Programs, Bustang

Administration and Agency Operations
$166.1 million - 7.2%
Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding
$224.4 million - 9.7%
Safety education and enforcement, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction
$914.0 million - 39.4%
Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations
$460.8 million - 19.9%
Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

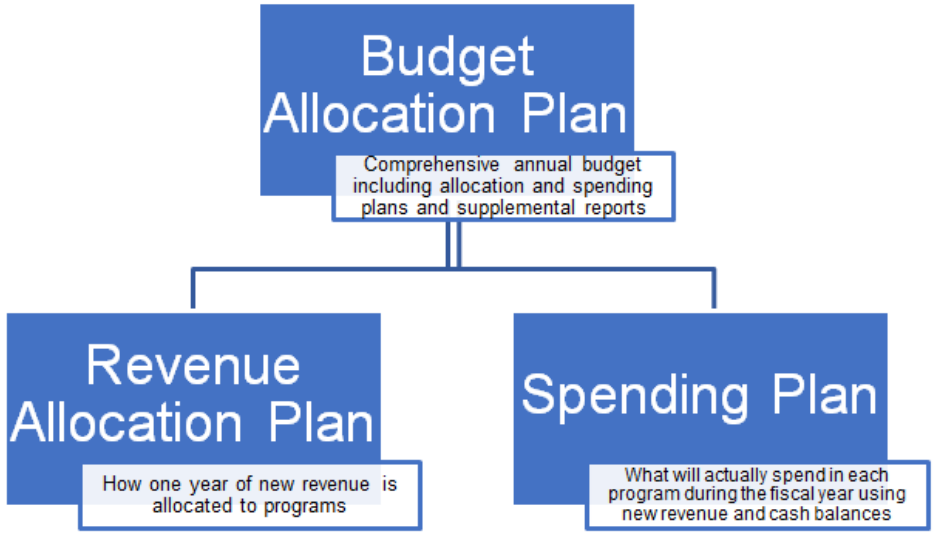
Suballocated Programs
$429.9 million - 18.5%
Aeronautics funding, sub allocated federal programs, Multimodal Options

Narrative and Other Budget Appendices


COLORADO
Department of Transportation

CDOT Proposed Budget Allocation Plan

Fiscal Year 2026-27



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 (available in Nov 2026)
- 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 2027-28 Revenue Allocation Plan

FY 2027-28 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan	C. FY 2027-28 Final Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - CAPITAL AND GRANTS							
2	**Capital Construction**	$0.0 M	$654.3 M	$730.0 M	$730.0 M	$730.0 M		
3	Asset Management	$0.0 M	$407.6 M	$443.0 M	$443.0 M	$443.0 M		
4	Surface Treatment	$0.0 M	$233.0 M	$233.0 M	$233.0 M	$233.0 M	TC	FHWA / SH / SB 09-108
5	Structures	$0.0 M	$63.4 M	$63.5 M	$63.5 M	$63.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	$0.0 M	$27.3 M	$27.3 M	$27.3 M	$27.3 M	TC	FHWA / SH
7	Geohazards Mitigation	$0.0 M	$9.7 M	$9.7 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	$6.5 M	TC	FHWA / SH
9	Emergency Relief	$0.0 M	$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	$67.6 M	$103.1 M	$103.1 M	$103.1 M	TC / FR	FHWA
11	**Safety**	$0.0 M	$123.4 M	$121.2 M	$121.2 M	$121.2 M		
12	Highway Safety Improvement Program	$0.0 M	$43.2 M	$43.6 M	$43.6 M	$43.6 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	$0.0 M	$3.2 M	$3.2 M	$3.2 M	$3.2 M	FR	FHWA / SH
14	Hot Spots	$0.0 M	$2.2 M	$2.2 M	$2.2 M	$2.2 M	TC	FHWA / SH
15	FASTER Safety	$0.0 M	$67.7 M	$65.0 M	$65.0 M	$65.0 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	$0.0 M	$7.2 M	$7.2 M	$7.2 M	$7.2 M	TC	FHWA / SH
17	**Mobility**	$0.0 M	$123.3 M	$165.8 M	$165.8 M	$165.8 M		
18	Regional Priority Program	$0.0 M	$50.0 M	$50.0 M	$50.0 M	$50.0 M	TC	FHWA
19	10 Year Plan Projects - Capital Mobility	$0.0 M	$60.7 M	$103.1 M	$103.1 M	$103.1 M	SL	FHWA / SB 21-260
20	Freight Programs	$0.0 M	$12.6 M	$12.7 M	$12.7 M	$12.7 M	FR	FHWA / SH / SL
21	**Multimodal and Mobility Programs**	$0.0 M	$22.3 M	$30.9 M	$30.9 M	$30.9 M		
22	**Mobility**	$0.0 M	$22.3 M	$30.9 M	$30.9 M	$30.9 M		
23	Innovative Mobility Programs	$0.0 M	$8.0 M	$8.0 M	$8.0 M	$8.0 M	TC	FHWA / SH
24	National Electric Vehicle Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA
25	10 Year Plan Projects - Multimodal	$0.0 M	$14.3 M	$22.9 M	$22.9 M	$22.9 M	TC	FHWA / SB 21-260
26	Rail Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL	SL
27	**Suballocated Programs**	$0.0 M	$330.4 M	$285.5 M	$285.5 M	$285.5 M		
28	**Aeronautics**	$0.0 M	$48.8 M	$49.6 M	$49.6 M	$49.6 M		
29	Aviation System Program	$0.0 M	$48.8 M	$49.6 M	$49.6 M	$49.6 M	AB	SA
30	**Highway**	$0.0 M	$151.4 M	$152.7 M	$152.7 M	$152.7 M		
31	Surface Transportation Block Grant - Urban	$0.0 M	$65.2 M	$65.8 M	$65.8 M	$65.8 M	FR	FHWA / LOC
32	Congestion Mitigation and Air Quality	$0.0 M	$52.5 M	$53.0 M	$53.0 M	$53.0 M	FR	FHWA / LOC
33	Metropolitan Planning	$0.0 M	$11.7 M	$11.8 M	$11.8 M	$11.8 M	FR	FHWA / FTA / LOC
34	Off-System Bridge Program	$0.0 M	$22.0 M	$22.0 M	$22.0 M	$22.0 M	TC / FR	FHWA / SH / LOC
35	**Transit and Multimodal**	$0.0 M	$130.2 M	$83.3 M	$83.3 M	$83.3 M		
36	Recreational Trails	$0.0 M	$1.6 M	$1.6 M	$1.6 M	$1.6 M	FR	FHWA
37	Safe Routes to School	$0.0 M	$3.1 M	$3.1 M	$3.1 M	$3.1 M	TC	FHWA / LOC
38	Transportation Alternatives Program	$0.0 M	$22.3 M	$22.8 M	$22.8 M	$22.8 M	FR	FHWA / LOC
39	Transit Grant Programs	$0.0 M	$41.9 M	$44.6 M	$44.6 M	$44.6 M	FR / SL / TC	FTA / LOC / SB 09-108
40	Multimodal Options Program - Local	$0.0 M	$51.7 M	$11.2 M	$11.2 M	$11.2 M	SL	SB 21-260
41	Carbon Reduction Program - Local	$0.0 M	$9.6 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA / LOC
42	Revitalizing Main Streets Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL / TC	SB 21-260
43	**Contingency Reserve**	$0.0 M	$15.0 M	$15.0 M	$15.0 M	$15.0 M		
44	Contingency Fund	$0.0 M	$15.0 M	$15.0 M	$15.0 M	$15.0 M	TC	FHWA / SH
45	Commission Reserve Funds	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	TC	FHWA / SH
46	**Other Programs**	$0.0 M	$40.3 M	$40.6 M	$40.6 M	$40.6 M		
47	Safety Education and Enforcement	$0.0 M	$20.3 M	$20.5 M	$20.5 M	$20.5 M	TC / FR	NHTSA / SL
48	Planning and Research	$0.0 M	$18.6 M	$18.7 M	$18.7 M	$18.7 M	FR	FHWA / SH
49	State Infrastructure Bank	$0.0 M	$1.4 M	$1.4 M	$1.4 M	$1.4 M	TC	SIB
50	**TOTAL - CDOT CAPITAL AND GRANTS**	$0.0 M	$1,062.3 M	$1,102.1 M	$1,102.1 M	$1,102.1 M		

Line	Budget Category / Program	A. Estimated Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan	C. FY 2027-28 Final Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
51	COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - OPERATING							
52	**Maintenance and Operations**	$0.0 M	$434.0 M	$434.3 M	$434.3 M	$434.3 M		
53	**Asset Management**	$0.0 M	$396.7 M	$397.1 M	$397.1 M	$397.1 M		
54	Maintenance Program Areas	$0.0 M	$325.3 M	$325.3 M	$325.3 M	$325.3 M		
55	Roadway Surface	$0.0 M	$37.2 M	$37.2 M	$37.2 M	$37.2 M	TC	SH
56	Roadside Facilities	$0.0 M	$27.3 M	$27.3 M	$27.3 M	$27.3 M	TC	SH
57	Roadside Appearance	$0.0 M	$14.8 M	$14.8 M	$14.8 M	$14.8 M	TC	SH
58	Structure Maintenance	$0.0 M	$5.8 M	$5.8 M	$5.8 M	$5.8 M	TC	SH
59	Tunnel Activities	$0.0 M	$5.1 M	$5.1 M	$5.1 M	$5.1 M	TC	SH
60	Snow and Ice Control	$0.0 M	$111.5 M	$111.5 M	$111.5 M	$111.5 M	TC	SH
61	Traffic Services	$0.0 M	$82.9 M	$82.9 M	$82.9 M	$82.9 M	TC	SH
62	Materials, Equipment, and Buildings	$0.0 M	$22.0 M	$22.0 M	$22.0 M	$22.0 M	TC	SH
63	Planning and Scheduling	$0.0 M	$18.8 M	$18.8 M	$18.8 M	$18.8 M	TC	SH
64	Express Lane Corridor Maintenance and Operations	$0.0 M	$13.2 M	$13.5 M	$13.5 M	$13.5 M	TC	SH
65	Property	$0.0 M	$22.7 M	$22.7 M	$22.7 M	$22.7 M	TC	SH
66	Capital Equipment	$0.0 M	$23.6 M	$23.6 M	$23.6 M	$23.6 M	TC	SH

- Balanced using September 2026 revenue forecast
- Flexible revenue allocated based on FY27 budget amounts adopted by TC in March 2026 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY28 revenue forecast
- Asset Management and Maintenance programs funded according to the FY28 Asset Management Planning Totals, approved by the TC in September 2024.
- The FY28 Revenue Allocation Plan reflects:
  - $1,723.3 million for CDOT programs
  - $597.9 million for transportation enterprises
  - $2,321.2 million total CDOT and enterprises

Developing the Revenue Allocation Plan



Programs with Dedicated Revenue Sources

Examples include HSIP (line 12) CMAQ (line 54) Metropolitan Planning (line 55)

Programs with Pre-Established Funding Levels

Can be modified by Commission request or a decision item. Examples include Innovative Mobility and RPP

Programs Based on CDOT Internal Budget Process

These are typically annual operating budgets, including Agency Operations and Administration

Programs Based on a Set Schedule

Example includes Debt Service

Asset Management

Approved by the Commission in September 2024

New Design for Revenue Allocation Plan

Section 1

CDOT Capital and Grants

$1,102.1 M

Includes capital construction and suballocated grant programs

+

Section 2

Operating

$621.2 M

Captures ongoing operating and maintenance activities

Total CDOT Budget (Capital + Operating): $1,723.3 M

Greater Transparency

Provides a clearer view into how funds are allocated and expected to be used across CDOT and the enterprises.

Predominant Intended Use

Budget lines are categorized based on primary purpose, accommodating lines that support a combination of capital and operating activities.

FY28 Funds for 10 Year Plan

10 Year Plan One Sheet Line	Allocation
10 Year Plan Projects - Capital AM (Line 10)	$103.1 M
10 Year Plan Projects - Capital Mobility (Line 19)	$103.1 M
10 Year Plan Projects - Multimodal (Line 46)	$22.9 M
Total Allocations to 10 Year Plan Projects Lines	**$229.1 M**

New for FY28, $50.0 M in anticipated FHWA redistribution is included in the revenue forecast and allocated to the 10 Year Plan to advance the Department's priorities and maintain project schedules.

- Total current funding to the 10 Year Plan Projects lines is $229.1 M. This amount will be updated throughout the budget setting process.
- Programs include: Bridge Formula 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 $96.4 M in General Fund that was transferred to the State Highway Fund per SB 21-260, which was reduced for FY28 by HB 26-1289.

Additional Adjustments Coming

Still to come….

- **Statewide common policies, and increases to staff salaries and benefits** - Additional funds will be needed for statewide common policies, especially salary and benefits increases to align with the Governor's Budget Request.

These adjustments will primarily impact the following lines:

- **Maintenance Program Areas (Lines 23-32)** - FY28 Proposed matches FY27 Budget from March 2026
- **Agency Operations (Line 66)** - FY28 Proposed matches FY27 with reduction to balance to revenue
- **Administration (Line 67)** - FY28 Proposed matches FY27 Long Bill, HB 26-1410

MLOS and Administration reflect the final FY27 Budget allocations. Agency Operations includes a small reduction that was needed to balance the budget to the revenue forecast for flexible state funds for FY28. These lines will be adjusted when more information is available with the Governor's FY28 Budget Request. Other allocations with flexible state funds may have to be reduced to accommodate these required increases.

Additional Adjustments Coming (cont.)

- **Decision items** - Per PD 703.0, requests of less than $1 million are reviewed and subject to approval by the Executive Management Team (EMT), while decision items of $1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2027. The TC will have an opportunity to review any potential decision item requests during the February 2027 Budget Workshop, prior to the March adoption of the Final FY 2027-28 Annual Budget Allocation Plan.
- **Administration Budget (Line 67)** - Legislative and Office of State Planning & Budget (OSPB) actions during the budget-building cycle may require changes in Administration spending for CDOT. There will likely be additional adjustments throughout the legislative budget process and the Administration line will be updated accordingly.
- **Maintenance Reserve and Contingency Reserve Funds (Lines 36 and 72) -** The draft Proposed Budget currently reflects the full historical allocation of $12.0 million to the Maintenance Reserve Fund (Line 36) and $15.0 million to the Contingency Reserve line (Line 72). These allocations may be reduced for the Final Budget if additional funds are needed for increases to state employee salaries and benefits, other statewide common policies, or other critical initiatives
- **Legislative and other potential changes**, including updates after the next revenue forecast in December 2026.

Timeline and Next Steps

In November 2026, DAF will:

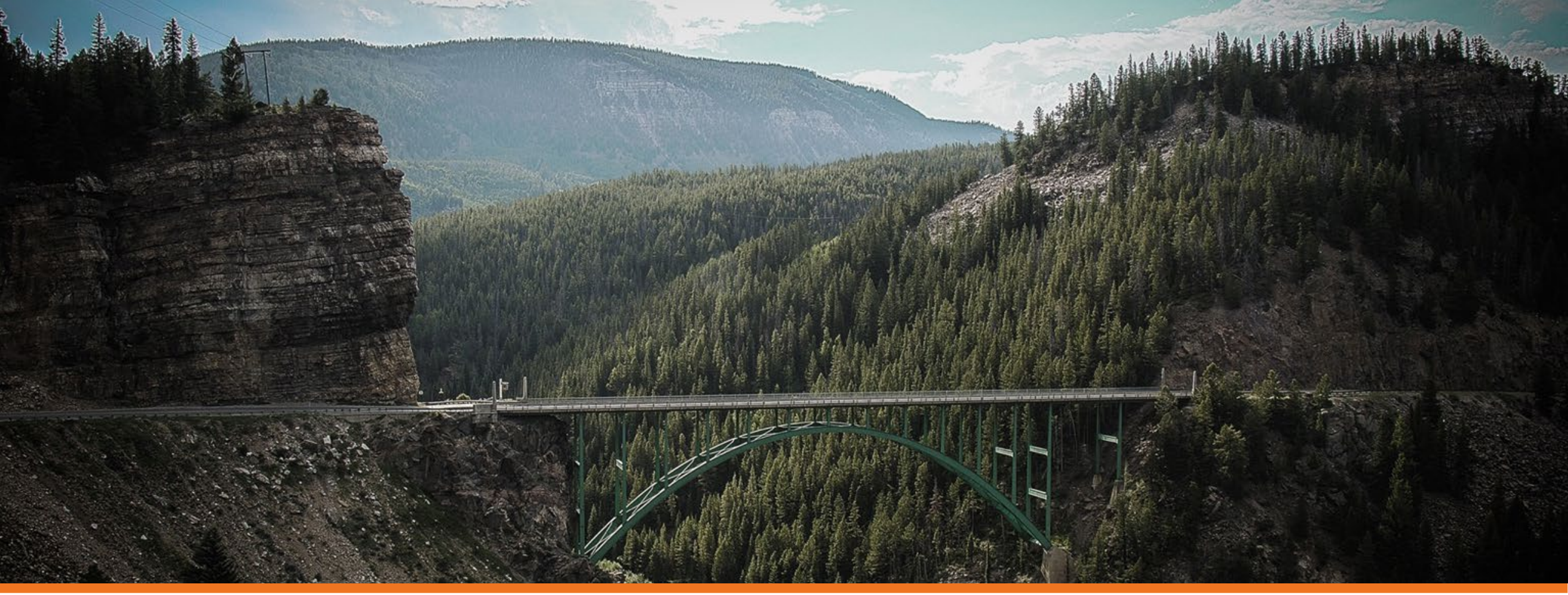
- Update the Administration budget based on final statewide common policies (changes may impact other lines), and incorporate increases to state employee salaries and benefits to align with the Governor's Budget Request.
- Present the Proposed FY 2027-28 Annual Budget Allocation Plan for TC approval.

After November, DAF will continue to address the following items for the FY 2027-28 Annual Budget:

- January 2027: The Proposed Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast.
- February 2027: The TC will be asked to review and approve any decision items of $1 million or more, and additional changes as necessary.
- March 2027: The TC will be asked to review and adopt the FY 2027-28 Final Annual Budget Allocation Plan.



US 550 - Silverton to Ouray



COLORADO
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Questions?

COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

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

Subject: Rural Planning Assistance (RPA) Program Update

Purpose

CDOT provides the RPA grant program, funded through discretionary State Planning and Research (SPR) funds, to support eligible rural transportation planning activities. Staff is requesting approval for the state fiscal year 2028 RPA program allocations, effective July 1, 2027.

Action

Staff is requesting STAC approval of the state fiscal year 2028 RPA allocation.

Background

Supported by federal SPR funding, the RPA program provides reimbursement for administrative costs incurred by rural Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) serving rural areas. Managed on a state fiscal year schedule (July 1 to June 30), CDOT reserves around $200,000 in federal SPR funds each year to support this program.

Allocations under the RPA program are determined using specific criteria and are reviewed each year to reflect demonstrated need and actual TPR spending.

- Minimum base for TPR Administration - $8,000
- Distance from CDOT headquarters
- Duties of the STAC Chair and Vice Chair
- Administration for TPRs with Tribal Nations

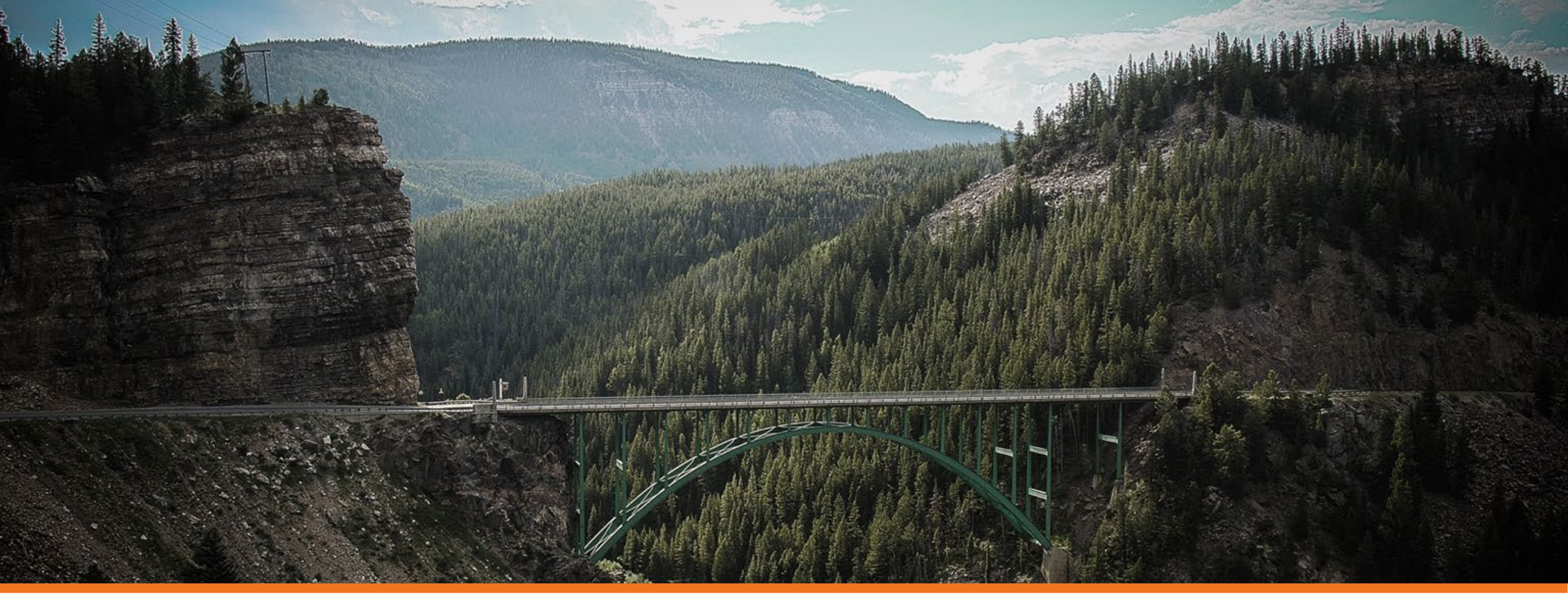
Proposed RPA distributions for state fiscal year 2028 are the same as the distributions for state fiscal year 2027.

Next Steps

After STAC approval, CDOT staff will begin the procurement process to have the state fiscal year 2028 RPA grants in place by July 1, 2027.

Attachments

RPA Program Update Presentation



COLORADO
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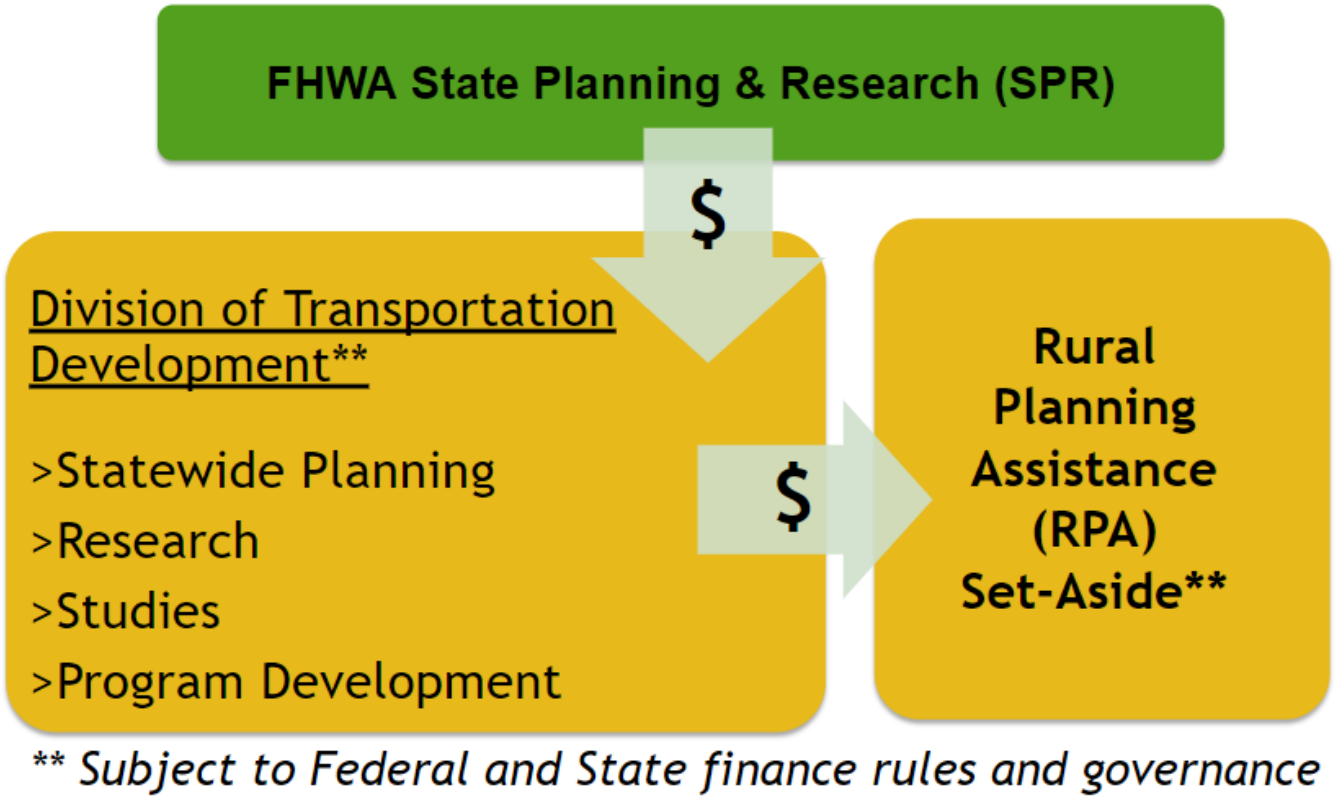
Rural Planning Assistance Program Distribution

State Planning & Research Program Funds

STAC November 7, 2026

Rural Planning Assistance (RPA) Program Overview

- **RPA Program Purpose:** Federal funding that CDOT has set aside to support rural planning activities.
- **Program Funding:** CDOT sets aside approximately $200,000 in federal SPR to allocate for rural planning assistance each year.
- **Program Overview:**
  - Reimbursement program for rural transportation planning activities.
  - Funds made available through an annual grant contract.
  - See CDOT's Rural Planning Guide for more details.



** *Subject to Federal and State finance rules and governance*

RPA Program Distribution Goals

RPA Program Distribution Goals:

- Ensure each rural TPR and applicable MPO (MPOs that have rural areas as part of their larger planning area) has enough funding for the basic rural planning administration duties required.
- Distributions based on the following criteria and other considerations that are re-examined annually based on actual expenditures and demonstrated need.
  - Minimum base for administration - $8,000
  - Distance from CDOT HQ
  - Duties of the STAC Chair and Vice Chair
  - Administration for TPRs with Tribal Nations

Proposed State FY 2028 RPA Distribution

Transportation Planning Region	Proposed State FY 28 Distribution
Central Front Range	$12,000
Eastern	$12,000
Grand Valley MPO	$16,000
Greater Denver	$10,000
Gunnison Valley	$16,000
Intermountain	$20,000
Northwest	$12,000
Pueblo Area	$12,000
San Luis Valley	$16,000
South Central	$16,000
Southeast	$16,000
Southwest	$26,000
Upper Front Range	$10,000

- Table contains proposed State FY 2028 (starting July 1, 2027) distributions based the criteria listed in the previous slide.
- Distributions are consistent with the State FY 2027 distributions.

RPA Schedule

RPA Program Schedule:

- RPA contracts run July 1 - June 30th
- Reimbursement requests are due quarterly at a minimum for:
  - July - September
  - October - December
  - January - March
  - April - June
- The last date to submit invoices for a fiscal year is September 30th

Note: Unexpended RPA program funds **do NOT carry over** to the next fiscal year

Next Steps and Questions

- Concurrence from STAC today on these allocation for next fiscal year
- State FY 2028 RPA Contracts Anticipated July 1, 2027
- Next TPR Administrators Meeting - Spring 2027

Thank you!

COLORADO
Department of Transportation

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee (STAC)

From: Darius Pakbaz, Division of Transportation Development (DTD) Director
Marissa Gaughan, Assistant DTD Director for Multimodal Planning
Toby Manthey, Performance and Asset Management Section Manager
Craig Wieden, State Materials Engineer/Pavement Asset Manager
Laura Conroy, Pavement Management Services Manager

Date: November 5, 2026

Subject: Road Enterprise Workshop: Statewide Pavement Repair Needs and Enterprise Administration

Purpose

This memorandum summarizes pavement needs and improvement projects on the State Highway System and describes the new Road Enterprise enacted under House Bill 26-1430 and signed into law on June 4, 2026. The Enterprise offers a dedicated tool to address long-term pavement preservation, repair, and replacement.

Action

Information only.

Background

Recent Paving Initiatives

Over the past several years, CDOT has improved Colorado's highways through targeted paving programs. Since 2021, the Department has treated over 2,500 lane miles of rural highways, including nearly 800 lane miles across more than 40 projects funded by CDOT's 10-Year Plan. Key highlights include the $13.5 million resurfacing of CO 63 in Akron and the $23 million settlement repair on US 50 near Delta.

These efforts build on CDOT's core pavement programs, which invest roughly $230 million annually through the Surface Treatment program and over $40 million through the Roadway Surface maintenance program area. CDOT's $233 million strategic plan of projects for “poor” interstates began in 2023 and has helped drive the poor interstate inventory down from 3.9 percent in 2021 to 1.6 percent in 2025. Many of these projects were funded through the existing Surface Treatment program.

Challenges Ahead

Aging infrastructure, severe weather, and heavy truck traffic continue to cause CDOT's roads to deteriorate faster than the Department can repair them. In 2025, 3,350 miles[1] (29 percent of the state highway network) were rated as having Low Drivability Life (Low DL), missing CDOT's target of 20 percent or less. Every year, it is forecasted that 300 more miles[2] will slip into Low DL condition. At the same time, construction material inflation has outpaced general consumer prices, stretching project dollars thinner.

Details

To build a lasting, dedicated funding pipeline for road repairs, HB 26-1430 created the Road Enterprise within CDOT. The Enterprise will be focused on preventive maintenance, rehabilitation, and reconstruction of pavement on the state highway system. Enterprises like the Road Enterprise are constrained to receive less than 10 percent of their revenue as grants from state and local governments, but are equipped with bonding authority. The Road Enterprise follows the successful model of the Statewide Bridge and Tunnel Enterprise, which has cut the percentage of bridges rated “poor” from 8.6 percent in 2009 down to 4.4 percent today.

Initial revenue for the Enterprise is anticipated at $3.7 million for the second half of FY 2027 and $7.4 million for FY 2028. This startup funding will augment existing pavement initiatives and be allocated across regional areas of the state under the percentages described in Chief Engineer Memo 25-03. In its first two construction seasons, funds will focus on smaller projects dedicated to pavement treatments/preventive maintenance type work while excluding other non-pavement items like bridges, signs, culverts, or standalone striping projects.

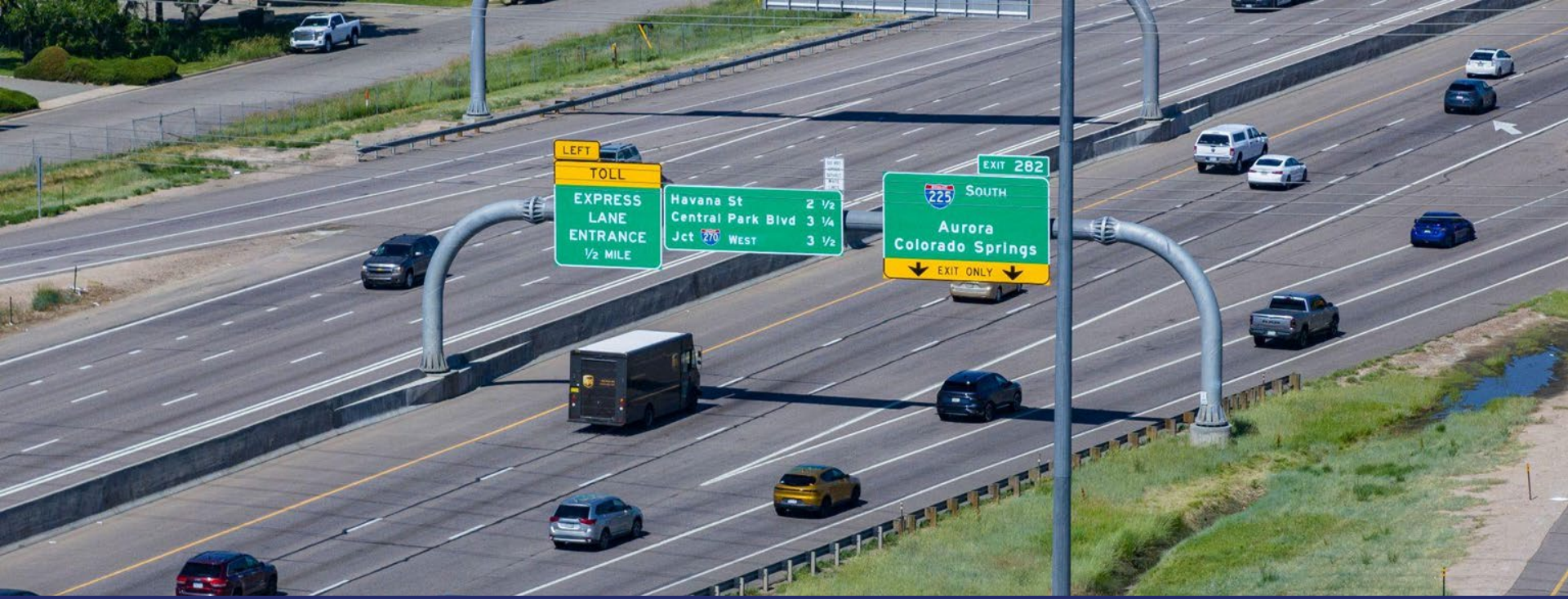
Next Steps

- In November, the Transportation Commission will convene as the Road Enterprise Board of Directors to approve key startup actions.

Attachments

- Road Enterprise Presentation Deck

[1] Data-collection miles.
[2] Data-collection miles.

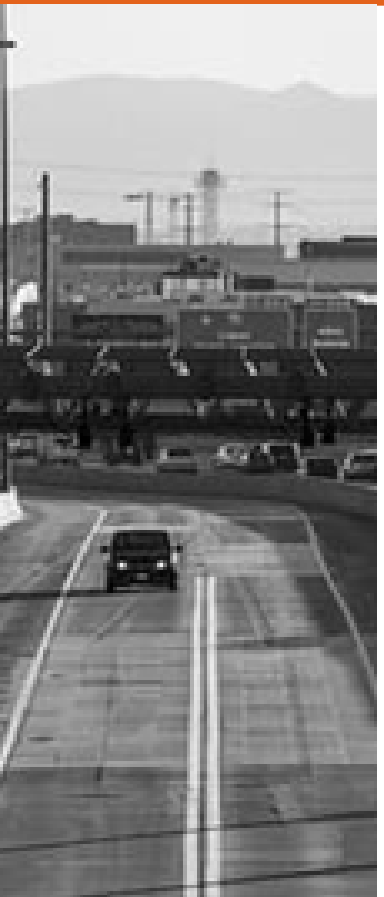


Road Enterprise Workshop

Statewide Pavement Repair Needs and Enterprise Administration

November 5, 2026

Workshop Agenda



- Recent Successes for Our Pavement Network
- Challenges Remaining for Colorado's Roads
- What is Currently Planned?
- Enterprises and Their Role in Transportation Funding
- Introduction of Road Enterprise as a Strategy
    - Overview and Business Purpose
    - Articles of Organization, Bylaws, and Leadership
    - Fiscal Years 2026-27 and 2027-28 Draft Budgets
    - Enterprise Project Plan
- Next Steps

Fixing Our Roads:
Successes in Recent Years (FY21-27)



Investing in our Rural Road Network
Fiscal Years 2021-27

Over 2,500 lane miles of rural roads improved statewide since 2021. This represents improvements from all CDOT paving efforts, including maintenance.

Supported by CDOT's 10-Year Plan

- **800 lane miles of rural roads improved** — Of the more than 2,500 lane miles of rural roads improved statewide, the 10-Year Plan has funded nearly 800 lane miles through more than 40 projects, delivering critical upgrades where they're needed most.
- **Annual Surface Treatment Program of $230 million** — These 10-Year Plan investments are on top of an estimated $230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- **Statewide Impacts** — One of these rural road improvements includes a completed 19-mile stretch along US Highway 50 south of Grand Junction, roughly between Whitewater and Delta.


US 50 Delta Repair Project Roadway


US 50 Delta Repair Project Ribbon Cutting

Investing in our Rural Road Network
Notable Projects

800 lane miles of highways repaired and improved through the Rural Road Program within CDOT's 10-Year Plan, encompassing projects in every part of the state

Project: CO 63 Akron (North and South) Resurfacing

- **Concern:** Significant deterioration of roadway condition. Drivability and safety concerns.
- **Treatment:** Milling, pavement overlay (Nine-mile hot-mix asphalt resurfacing); striping, signage, erosion-control measures; graded shoulder, guardrail replacement.
- **Cost:** $13.5 million.
- **Benefits:** Project enhances freight movement, active transportation, and drivability and prolongs road surface life. The shoulder work will provide improved erosion control, and guardrail replacements will add safety.

Condition change: From Low to High Drivability Life.





Project: US 50 Settlement Repair Near Delta—"Delta Dips"

- **Concern:** Large dips in the roadway between Mesa and Delta counties that posed hazards to motorcycles, RVs, etc.
- **Treatment:** Pavement replacement and rehabilitation. (Project included two-inch hot-mix asphalt overlay and installing guardrail, shoulder work, full-depth reclamation, milling, lane level paving, rumble strip installation and permanent striping.)
- **Cost:** $23 million.
- **Benefits:** Extended pavement life, safety improvements, smoother roads.

Condition change: From Low and Moderate to High Drivability Life.



Investing in our Rural Road Network
Recently Completed, Under Construction, or Planned

65 projects have been recently completed, under construction or planned as part of the 10-Year Plan, repairing more than 700 centerline miles of highway across the state.

Work continues on additional **Rural Road Projects statewide**, with about 65 projects either recently completed, under construction, or planned as part of the 10-Year Plan. These projects are repairing more than 700 centerline miles of rural roads, including:

- CO 52: Prospect Valley (MP 54 to 61) in Morgan/Weld Counties (CDOT Region 4)
- CO 17: West of Antonito in Conejos County (CDOT Region 5)
- US 350: between La Junta and Delhi in Otero County (CDOT Region 2)
- US 40: East of Hayden – Phase 1 in Routt County (CDOT Region 3)
- US 285: South of Bailey to Park/Jefferson County Line in Park County (CDOT Region 2)
- CO 125: South of Cowdrey to SH 127 in Jackson County (CDOT Region 3)
- CO 71 Corridor Improvements in Washington, Lincoln, & Morgan Counties (CDOT Region 4)



Investing in our Interstates
Strategic Plan to Improve Interstate Condition

CDOT has made strategic investments in fixing Interstate condition statewide, reducing the amount of "poor" rated Interstate lane miles by 59% since 2021.

Strategic Plan of Projects for Poor Interstates

- Dir. Lew requested a plan in 2022 to improve interstate pavement condition, because federal funding would be restricted if 5% of interstate lane miles "poor" was exceeded.
    - In 2021, 3.9% of interstate highway lane miles were rated poor, with more than 5% forecasted by 2023.
- Supported a key Transportation Commission goal of improving the condition of the state's interstate highway system.
- Approved by the Commission and funding began in Feb. 2023.
- The plan included $233 million in improvements to the interstate system in key areas of the state. Funding sources included the Surface Treatment program, the 10-Year Plan, and Transportation Commission decision items.
- **Outcome:** Interstate condition in 2025 (latest reporting period) improved to 1.6% of lane miles rated poor.

Highway	Location	Status
I-70	Near Ft. Morgan	Complete
I-76	Near Sterling (I)	Complete
I-70	In Rifle	Complete
I-25	In Fort Collins	Complete
I-70	Near Kansas border	Complete
I-25	Near Colorado City	Complete
I-25	In Pueblo	Complete
I-25	Near Ft. Collins	Complete
I-25	In Denver	Complete
I-25	Near New Mexico Border	Complete
I-25	Near Trinidad	Complete
I-76	Near Sterling (II)	Complete
I-70	Near Seibert	Under Construction
I-70	Aurora I-225 to E-470	Awarded

Investing in our Interstates
Notable Interstate Repair Projects

Notable Interstate improvement and repair projects include repairs on I-70 near Burlington and I-25 near Colorado City.

Project: I-70 Improvements & Preservation, Bethune to Burlington, Phase I

Concern: Concrete segments featured a condition (alkali-silica reaction) that accelerated deterioration. Joints had deteriorated to the point of exposing rebar. Potholes posed danger to drivers.

Treatment: HMA overlay prevents moisture from reaching concrete joints

Cost: $62 million

Benefits: Extension of pavement lifespan; safety improvements (e.g., shoulders, striping, guardrail, improved access for emergency vehicles); and smoother surface for improved driver experience.



I-70 Improvements near Kansas

Project: I-25 Colorado City Surface Treatment

Concern: Safety concerns and deteriorated pavement conditions.

Treatment: 2.5 inches of mill and fill, guardrail replacement, and bridge preventive maintenance work.

Cost: $22 million.

Benefits: Extension of pavement lifespan; safety improvements; improved functionality of bridges and guardrail.

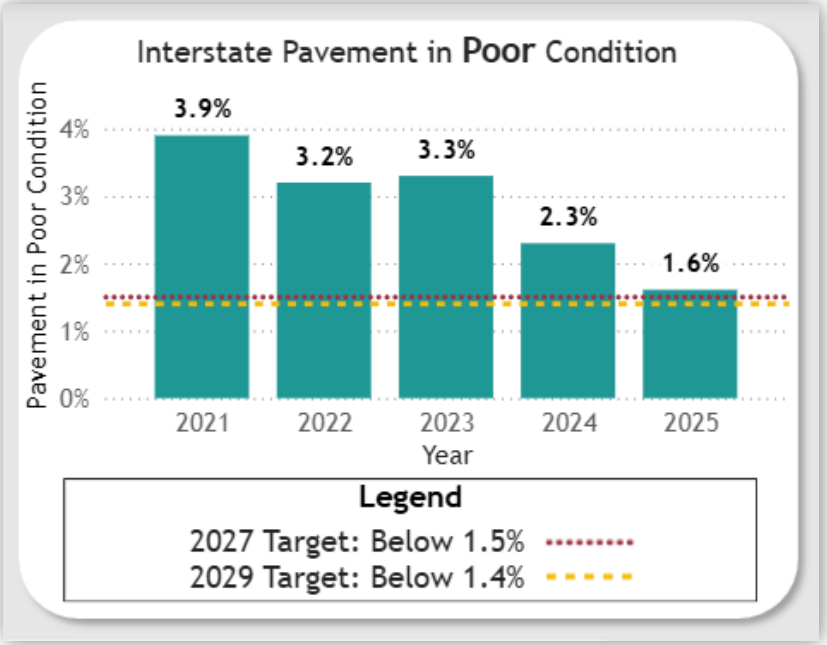
Condition change: From Low to High Drivability Life (estimated)



I-25 near Colorado City, Before and After Condition

Investing in our Interstates
Marked Improvement in Interstate Condition

59% reduction in the amount of poor interstates since 2021, from 3.9% to 1.6% of lane miles.

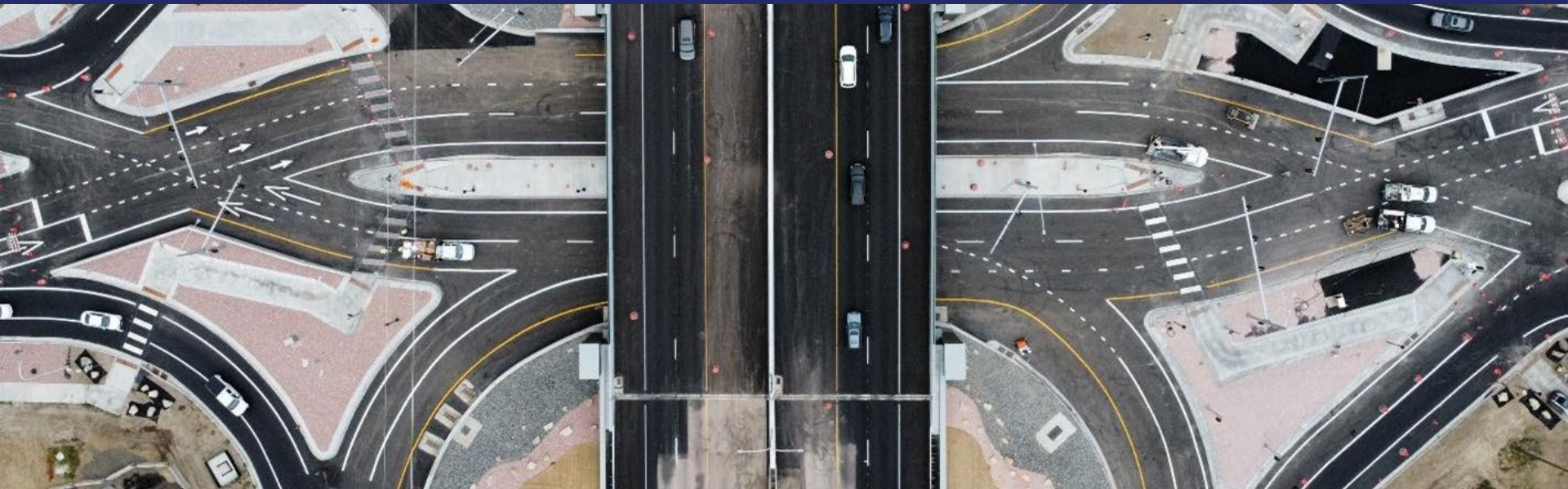


- This program has made a noticeable impact to the condition of our interstates.
- By the end of 2025, only 1.6% of the interstates were in poor condition, a reduction of **59%** since 2021.
- CDOT's 10-Year Plan, Asset Management & Maintenance programs will continue to evaluate best treatments to build on these successes.

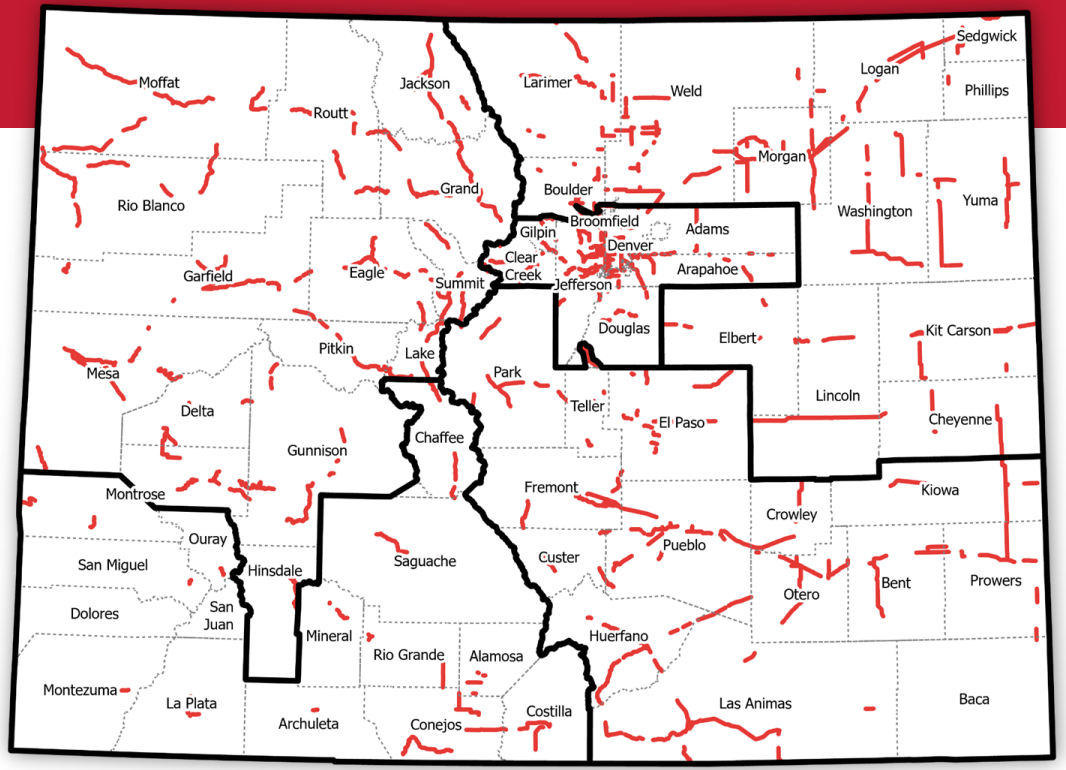
In addition to CDOT's in-house Drivability Life measure, pavement has National Performance Measure targets shown above.

Fixing Our Roads:

Challenges Remaining for Colorado's Roads



Identifying Pavement Needs
Low Drivability Life (DL) Roads



Colorado Roadways with Low Drivability Life

2025 Low DL Roads

3,350 miles*

(29% of state highway system)

* Data-collection miles

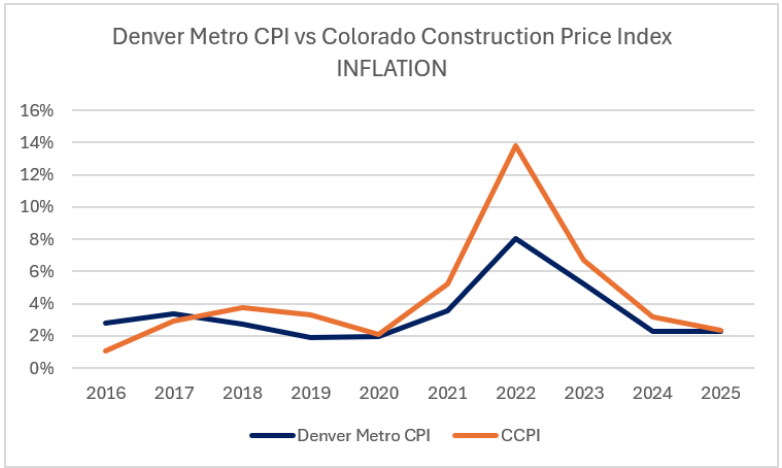
Performance vs. Target

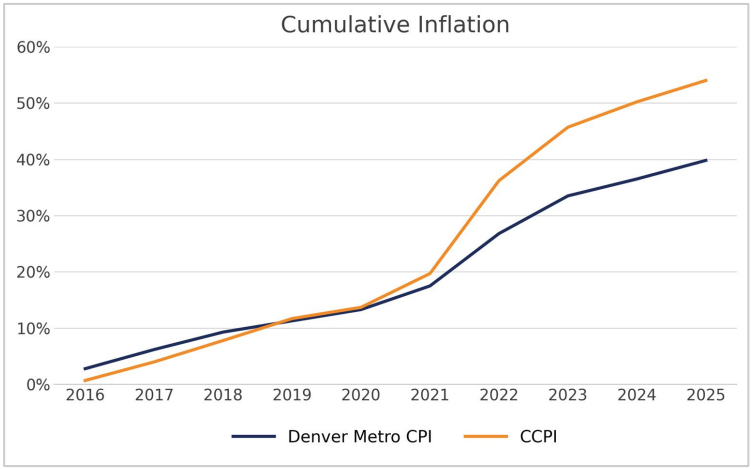
29% (2025 condition) vs target of **20% Low DL (about 2,270 miles)**

Increased Costs
Colorado Construction Price Index vs CPI

Since the Pandemic, construction materials costs have increased more than consumer goods and have remained at those high levels, increasing the cost of construction.

- **Sensitivity to Global Shocks:** Construction costs are significantly more sensitive to global economic shocks than the consumer price index (CPI) is.
- **Raw Material Volatility:** Construction materials are highly dependent on commodities like oil.
- **Post-Pandemic Surge:** Construction costs rose sharply above the average cost of living, due to the global supply chain crisis, logistical disruptions, and demand spikes.
- **Deceleration vs. Deflation (2023-25):** Although inflation has slowed, prices are not falling.





Deterioration
Factors that affect Pavement Condition

Weather, age, usage, and type of traffic all affect the deterioration of condition of highways over time.

What factors drive pavement degradation?

- **Time:** Materials within pavement naturally age, lose flexibility, and undergo chemical oxidation over time, making the road increasingly brittle and susceptible to cracking.
- **Weather:** Extreme temperatures cause pavement to expand and contract, while moisture penetration coupled with freeze-thaw cycles creates internal pressure that destabilizes the subgrade and forms potholes.
- **Type of Traffic:** Heavy commercial vehicles like trucks and buses exert high axle loads, causing disproportionate damage.
- **Traffic Volumes:** Continuous, repeated loads from high daily traffic fatigue the structural layers of the roadway, accelerating surface wear and causing cumulative structural cracking over time.

The Low DL backlog is forecasted to grow by 300 miles* annually.

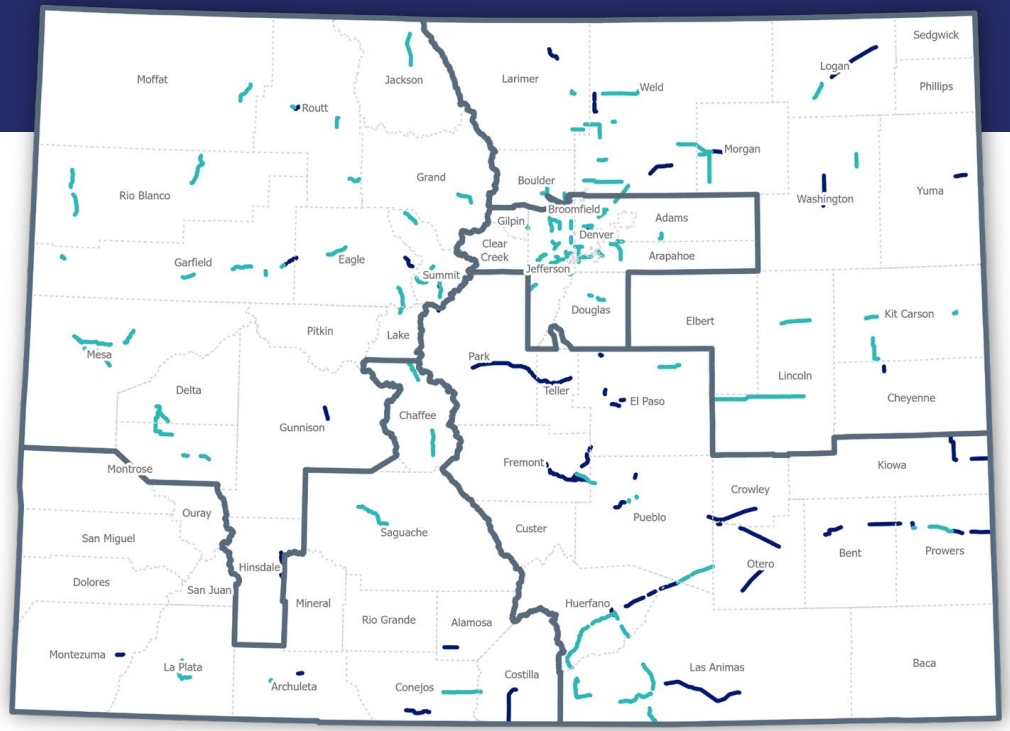


*Data-collection miles

Fixing Our Roads:
Currently Planned Projects

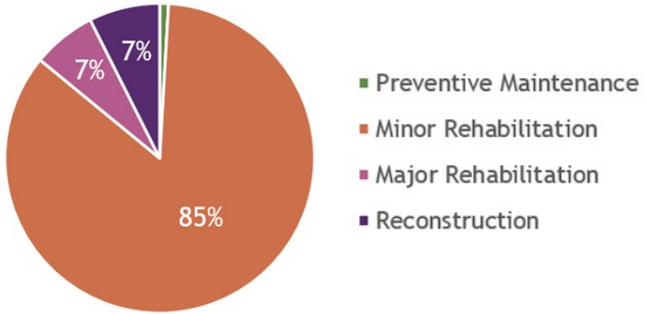


Addressing Pavement Needs
Planned Projects



Planned Projects on Low DL Highways through CDOT's Surface Treatment Program and 10-Year Plan

Treatment Types in Planned Projects



Low DL Addressed

1,270 miles*

(463 miles from 10-Year Plan and
808 miles from asset management treatments)

* Data-collection miles adjusted for model segmentation

The Role of Enterprises:
How Enterprises Have Made a Difference



What is an Enterprise? How does this assist CDOT and State Government functions?

- **Definition:** An independent, self-supporting government-owned business within CDOT that provides goods or services for a fee or surcharge that is paid by individuals or entities purchasing those goods or services.
- **Purpose:** To finance, construct, operate and/or maintain specific public transportation infrastructure/public services through dedicated fees/funding, without relying on state tax dollars.
- **Funding:** Enterprise funds cannot receive more than 10% of their annual revenue from state and local governments combined (federal revenue is exempt). Enterprises can issue revenue bonds.



How the Enterprises Have Made a Difference
Examples Since 2009

Since 2009, CDOT Enterprises have helped fund major projects throughout the state and helped support major assets such as bridges.



Floyd Hill Rendering

Colorado Transportation Investment Office (CTIO)

- Allowed for funding of major projects:
  - Central 70 Improvements and Express Lanes
  - US-36 Reconstruction and Express Lanes
  - I-25 North Reconstruction and Express Lanes
  - I-25 South “The Gap” Project
  - C-470 Reconstruction and Express Lanes
  - I-70 Mountain Express Lanes
  - I-70 Floyd Hill Project

Statewide Bridge and Tunnel Enterprise (BTE)

- Reduced the “poor” bridge inventory from 8.6% in 2009 to 4.4% today.
- 243 structures repaired, reconstructed or replaced.

Creation of the Road Enterprise

- Based on the success of other Enterprises, CDOT proposed the idea of a Road enterprise in late 2024 to offset various cuts the Department was facing. The concept was structured around a new diesel fee, which was met with pushback from stakeholders. The proposal was successful in 2026, when restructured around oversize/overweight fees.

Fixing Our Roads:
The Road Enterprise



Creation and Overview of Road Enterprise

Created under HB26-1430, the Road Enterprise is dedicated strictly to preventive maintenance, pavement rehabilitation, and roadway reconstruction across the state highway system, extending surface life and base stability.

Legislative Creation & Authority

Enacted under **House Bill 26-1430** and signed into law on June 4, 2026. Formally creates a dedicated state enterprise within the Colorado Department of Transportation (CDOT).

Business Purpose

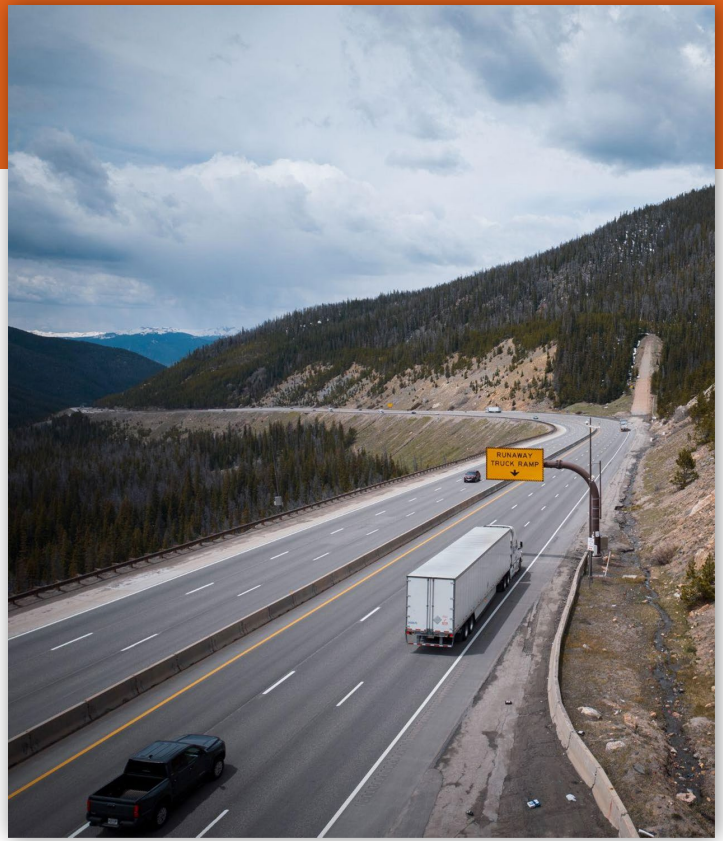
Dedicated strictly to **preventive maintenance, pavement rehabilitation, and roadway reconstruction** across the state highway system, extending surface life and base stability.

Implementation of Enterprise

Operates as an immediate, non-contingent state enterprise, establishing a permanent and sustainable mechanism for high-priority asphalt and concrete preservation statewide.



Key Documents and Leadership
Action Items for the Board of Directors



The Articles of Organization, Bylaws and Approval of the Enterprise Director are key decision items for the Board of Directors at the next meeting.

- **Articles of Organization**
  - This document outlines the structure, governance, and powers of the Road Enterprise.
- **Bylaws**
  - This document establishes guidelines for board governance, meeting procedures, officer duties, financial administration, and the Director's responsibilities.
- **TC Approval of Director**
  - Required under statute
  - Signature Authority and Program Direction
  - Intergovernmental Agreements (IGAs) will be required.

Enterprise Budgets
Fiscal Years 2026-27 and 2027-28

The Enterprise will need an approved Fiscal Year 2027 budget to function when the fee takes effect on January 1, 2027. Draft budget for adoption by the Board is available for review.

Fiscal Year	2027	2028
Anticipated Revenue (OSOW Permit Fees)	*$3,700,000 (starting Jan. 1, 2027)*	*$7,397,862 (starting July 1, 2027)*
Administrative Costs	$83,500	$236,500
Board Contingency	$0	$100,000
Draft Allocation for Enterprise Projects*		
ROAD Projects - Central Colorado / Denver Area	$679,902	$1,278,107
ROAD Projects - Southeast Colorado	$734,150	$1,497,009
ROAD Projects - Northwest Colorado	$911,358	$1,772,402
ROAD Projects - Northeast Colorado	$813,713	$1,567,622
ROAD Projects - Southwest Colorado	$477,377	$946,223

*Draft Allocation based on Chief Engineer's Memo 25-03

Enterprise Project Plan
Immediate Near Term and Longer Term Plans

In the near term, the enterprise will bring forth for Board Approval, smaller repair projects using currently known revenue. Staff will continue working on enterprise activities and keep the Board apprised at future workshops.

- **Immediate Future**
  - Exploring MTCE Projects or “M Projects” — Smaller, contracted-out repair and preventive maintenance projects.
  - Projects will focus on pavement/surface treatment on existing assets. No stand-alone signs, bridge, culvert, striping, or other non-pavement projects.
  - Regional needs to determine specific repairs/projects for the next two fiscal years to keep roads from falling into poor/low DL condition, barring any immediate changes to these funding scenarios.
- **Staff Activities**
  - Develop policy and procedural documents for usage of funds, consistent with statute.
  - Expand capital plan from conceptual to one focused on need, priority, and appropriate treatment, based on availability of funds.
  - Develop plans for portfolio acceleration should funding scenarios change.
  - Expert Working groups and Executive Oversight Committee.

Next Steps

Future Action and Workshops for the Board of Directors

At the next scheduled meeting, the Board will be asked to take action on the following items to formally establish the enterprise and adopt its budget.

November Transportation Commission

Discuss Board approval of:

- Selection of Officers including Chair, Vice Chair and Secretary (TC is the Board of Directors)
- Signatory (Darius Pakbaz as Enterprise Director)
- Governing documents (Articles of Organization and Bylaws are being reviewed by the Attorney General's office.)
- Final FY27 Budget for Road Enterprise
- Draft FY28 Budget for Road Enterprise



COLORADO
Department of Transportation

Questions?

Presenter:
Darius Pakbaz
Director
Division of Transportation Development (DTD)
darius.pakbaz@state.co.us

Thank you!

COLORADO
Department of Transportation

Statewide Transportation Advisory Committee (STAC) Memorandum

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

Subject: 2027 STAC Draft Work Plan Discussion

Purpose

STAC members are invited to suggest agenda topics for the calendar year 2027.

Action

This agenda item is for discussion purposes only.

Background

Developed at the beginning of each calendar year, the STAC work plan intends to identify areas of CDOT's work where the STAC can add value, fulfill its statutory advisory role for CDOT and the Transportation Commission (TC), and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.

Next Steps

A 2027 STAC work plan will be developed based on feedback from STAC members and in alignment with the 2027 TC Work Plan. The STAC work plan is designed to be flexible, allowing for adjustments based on changing priorities and circumstances.

Attachments

STAC Work Plan Presentation



2027 STAC Work Plan
DRAFT November 2026

STAC Work Plan Purpose Statement

- A new STAC work plan is developed at the beginning of each calendar year.
- The intent of the STAC work plan is to identify areas of CDOT's work where the STAC can add value, fulfill their statutory advisory role for CDOT and the Commission, and serve as a productive forum to exchange viewpoints from around the state and achieve consensus.
- A final version of the plan will be posted on the STAC website ahead of the January 2027 STAC Meeting and updated periodically throughout the year.

2027 Expected Agenda Items

Anticipated 2027 Agenda Items:

- Introduction of New CDOT Leadership*
- 4-Year STIP Briefing & Recommendation
- Modal and Topical Planning Engagement
- Annual Budget Briefing & Recommendation
- CDOT Engineering Region Project Updates
- Major Transit Project Updates
- CDOT Enterprise Updates

**The STAC should anticipate new priorities, department staffing changes and focus areas that will come with new CDOT Executive Leadership.*

Note- All meetings will also include the following **standing informational agenda items**:

- Approval of the previous meeting minutes (STAC Chair)
- CDOT Update on Current Events (CDOT Deputy Director)
- Transportation Commission Report (STAC Chair)
- TPR Representative & Federal Partners Report
- Legislative Report (CDOT)
- Other Planning Body Reports (FAC and TRAC)

Work Plan Development Next Steps

- STAC is invited to suggest agenda topics for 2027.
  - ➢ **Discussion question: What agenda topics would you like to see?**
- Staff will ensure alignment with the TC Work Plan as it develops.
- The STAC Work Plan is flexible, adapting to changing circumstances and priorities.
- In-person meetings are scheduled for May and October, but these dates can be adjusted based on STAC's preference.
  - ➢ In-person meetings will be held at CDOT HQ in Denver

Active Transportation Subcommittee (1 of 3)

- Idea of an Active Transportation subcommittee suggested at previous STAC meetings
- Existing Modal Specific Committees include:
  - Freight Advisory Council (FAC)
  - Transit and Rail Advisory Committee (TRAC)
- How could an active transportation subcommittee support STAC?



Active Transportation Subcommittee (2 of 3)

Potential areas of focus

- Vulnerable Road User (VRU) safety analysis
- Complete Streets policy implementation
- Active Transportation planning and implementation
- Active transportation funding strategies and grant models
- E-bike and micromobility safety, education, and policies
- State-to-regional trail connections and corridor planning
- Maintenance, operations, and asset management for pedestrian/bike infrastructure
- Integrating active transportation with transit and rail networks
- Data collection and performance monitoring
- Design standards and innovations to support active transportation

Active Transportation Subcommittee (3 of 3)

Exploring how a committee can best meet Colorado's needs without duplicating efforts, e.g.

- The Colorado TDM Forum – Hosted by CDOT's Office of Innovative Mobility (OIM), the forum brings together public, private, and nonprofit sectors to share best practices and case studies in Transportation Demand Management (TDM), including bicycle and pedestrian strategies.
- Safe Routes Advisory Committee – Per state statute and regulations, this committee reviews Safe Routes to School (SRTS) grant applications and makes award recommendations to the Colorado Transportation Commission.
- E-Bike Safety Campaign **and e-bike safety working group** – CDOT's campaign is a digital and print education and awareness project focused on e-bike safety. The campaign is supported by a working group of local, state and other partner agencies.