



COLORADO

Department of Transportation

Statewide Transportation Advisory Committee (STAC)

This meeting will be hosted **virtually**

October 1, 2026, from 8:30 AM to 11:50 AM

Agenda

Time	Agenda Item and Item Description	Presenter
8:30 - 8:35	Welcome and Roll Call	Gary Beedy, STAC Chair
	Public Comment	
8:35 - 8:40	Approval of the August 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 - 9:40	TPR Representative and Federal Partners Reports (Informational Update)	STAC Members and Federal Partners
9:40 - 9:55	Legislative Report (Informational Update)	Jamie Grim and Emily Haddaway, CDOT Office of Government Relations
9:55 - 10:05	Break	
10:05 - 10:20	Transportation Alternatives & Safe Routes to School (Informational Update)	Neysa Bermingham, DTD
10:20 - 10:40	Multimodal Transportation & Mitigation Options Fund Update (Informational Update)	Medora Bornhoft, DTD Bethany Nicholas, DAF
10:40 - 11:00	Rest Area Update (Informational Update)	Hope Wright, Real Estate Asset Manager
11:00 - 11:20	Wildfire Mitigation Project Update (Informational Update)	Jim Fox, Deputy Director - Maintenance
11:20 - 11:40	Clean Transit Enterprise Overview	Craig Seacrest, Director, Clean Transit Enterprise
11:40- 11:50	Other Business The next STAC meeting will be held in person on November 5th.	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: August 6, 2026; 8:30 a.m. - 11:15 a.m.

Attendance:

Central Front Range: Leo Evans

Eastern: Gary Beedy (STAC Chair)

Grand Valley: Dana Brosig and Rachel Peterson

Denver Area: Emily Baer and Jacob Riger

Gunnison Valley: Michelle Haynes and Michelle Nauer

Intermountain: Tom Gosiorowski

North Front Range: Kristin Stephens, Elizabeth Relford and Becky Karasko

Northwest: Jennifer O'Hearon and Brian Cerkvénik

Pikes Peak Area: Josh Squires, Holly Williams (STAC Vice Chair), John Liosatos, Danelle Miller

Pueblo Area: Eva Cosyleon and Wendy Pettit

San Luis Valley: Vern Heersink

South Central: Mitch Wardell and Brian Blasi

Southeast: Ron Cook, Stephanie Gonzales

Southwest: Sarah Hill and Shak Powers

Upper Front Range: Elizabeth Relford, Evan Pinkham, and Tim Malone

Southern Ute: Mandy Brown

Ute Mountain Ute: Bernadette Cuthair

Federal Highway Administration: Liz Cramer

Federal Transit Administration: Emma Belmont

Welcome and Roll Call - Gary Beedy, STAC Chair

- The meeting commenced at approximately 8:40 a.m.

Public Comment - Gary Beedy, STAC Chair

- None

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

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

ARPA Funding Update - Jeff Sudmeier, Chief Financial Officer

- CDOT provided an update on Multimodal Transportation & Mitigation Options Fund (MMOF) and Revitalizing Main Streets (RMS) stimulus funding deadlines.
- SB 21-260 allocated federal ARPA State and Local Fiscal Recovery Funds to CDOT programs, including MMOF and RMS.

- ARPA funds must be expended by December 11, 2026, and HB 24-1466 refinanced most remaining ARPA funds with State General Funds, which must be expended by December 31, 2026.
- MMOF and RMS projects are funded through a combination of ARPA, HB 24-1466, and other state funding sources.
- As of July 2026, approximately \$38.9 million remains unexpended across 51 projects.
- CDOT emphasized there are no extensions or funding swaps available for ARPA or HB 24-1466 funds.
- After deadlines pass, any remaining costs become the responsibility of the local agency, including contractor obligations.
- CDOT is continuing to work with local agencies to complete projects and meet expenditure deadlines

Discussion:

- Michael Snow (CDOT) emphasized that local agencies remain responsible for contracts if funds expire before project completion, creating potential budget impacts.
- Dana Brosig asked whether unused funds could be shifted to other transportation agencies or projects. Jeff noted that all affected projects have indicated they expect to spend their awarded funds, and reallocating ARPA funds would be difficult due to deadlines, approvals, and contract amendments.
- Holly Williams asked about receipt deadlines for the El Paso County Pedestrian Crossing project.
- Michael Snow noted the project's deadline is December 11 for work completion and January 4 for final invoices. He also noted ARPA funds remain available for the Ute Regional Crossing Project.

Transportation Commission Report - Gary Beedy, STAC Chair

- June Transportation Commission meeting topics included the Instant Response Workshop, metro area state highways, NFRMPO greenhouse gas report, Happy Cañyon/I-25 interchange, and SIP loan discussion.
- July Transportation Commission meetings included the TC retreat, budget workshop, and Scenic Byways presentation.
- Meeting notes are in STAC packet

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

- TRAC met in July and discussed challenges facing local transit agencies, including rising fuel costs, increased staffing costs, inflation, and declining sales tax revenues.
- Funding reductions at the local level are leading to concerns about potential impacts to staffing and service levels.
- Federal funding uncertainty and SB 230 funding limitations (focused on expansion services) were discussed.

- TRAC will survey transit agencies to better understand funding challenges and identify ways to support existing services.
- Division of Transit and Rail provided an organizational update.
- Legislative update provided, including SB 230 funding allocations.
- CASTA Fall Conference will be held September 14 with state partnerships, transit association leaders, and FTA participation; members were invited to attend. <https://coloradotransit.com/professional-development/casta-conferences/2026-fall-conference-and-expo/>

Freight Advisory Committee (FAC) Report - Gary Beedy, STAC Chair

- FAC met July 22 at DIA and received a tour of freight operations.
- Approximately 25% of DIA freight moves on passenger flights, while 75% of freight weight moves through cargo carriers such as FedEx, UPS, and DHL.
- Freight operators are experiencing challenges as facilities expand off airport property and require additional security coordination.
- A new federal initiative addressing organized freight theft was discussed, including increased penalties and industry coordination.
- Advisory committee updates included rail environmental benefits and efforts to improve rail interconnections.
- Peña Boulevard planning efforts are focused on improving local collector and distributor routes to reduce pressure on the corridor.
- Improving local bike, pedestrian, and transit connections was highlighted to better serve communities along the corridor.
- Potential toll lanes and future capacity needs were discussed, including projected DIA growth to more than 100 million passengers by 2050.

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

- Central Front Range: Front Range Community College presented on its partnership with the Local Technical Assistance Program (LTAP), highlighting training, technical assistance, and other resources available to local agencies, particularly smaller communities. Routine project updates were also provided by CDOT Region staff and local agencies.
- Grand Valley MPO: Approved several TIP amendments. During the Snyder Fire, Grand Valley Transit assisted with the evacuation of approximately 130 people from riverside camping areas, demonstrating the value of transit during emergency response. Continued motorcycle safety outreach at Freedom Fest and participation in a regional High School Safety Day for new drivers. Thanked CDOT for hosting the Safety Summit and encouraged members to attend future events.
- Denver Regional Council of Governments: Approved Round 1 funding recommendations for the Powering Colorado Innovation Pilot Program, Human Services Transportation Set-Aside (FTA Section 5310) supplemental project recommendations, FY2025 TIP second-year project delays, and the Build Policy Collaborative Roadmap. Received informational briefings on RTD's Annual

FasTracks Report, including the remaining \$186 million balance, the Draft Regional Housing Needs Strategy, and Community-Based Transportation Planning Studies.

- Gunnison Valley TPR: Michelle Nauer announced she is the new GVTPR Chair, with Martin Schmidt serving as Vice Chair following Sue Hansen's resignation. Received updates on MMOF funding, CDOT Risk and Resilience Planning, legislative updates, TAP scoring, the Gunnison County FLAP grant application (supported by the TPR), and Activating Communities. Discussed flooding following the Gold Mountain Fire that temporarily closed US 550 but did not damage a recently reinforced timber bridge. Next meeting October 29.
- Intermountain TPR: Received federal and state transportation funding updates. Discussed TPR procedures for issuing grant support letters after a member agency objected to supporting a competing grant application. Leadership is considering bylaw revisions to clarify the process. During discussion, Gunnison Valley noted it provides letters of support to all qualifying applicants regardless of competition, and Southwest TPR shared that it offers support letters to any agency requesting one. Next meeting in October.
- North Front Range MPO: Approved the FY2025 audit, budget update, 2026 Public Involvement Plan, Greenhouse Gas Transportation Report, 2050 RTP Amendment, and FY2026-29 TIP. Registration for the North Front Range MPO/Pikes Peak Area Council of Governments Ozone Exchange Conference opens next week for the conference later this October. Announced the launch of the VanGo commuter vanpool mobile app.
- Northwest TPR: Thanked CDOT for paving improvements on US 40 near Fraser and Tabernash. Rio Blanco County continues bridge assessments and completed replacement of County Road 77 through partnerships with CDOT, DOLA, and other funding partners. Next TPR meeting scheduled for the following week.
- Pikes Peak Area Council of Governments: Completed all four Military Access, Mobility and Safety Improvements Program (MAMSIP) projects connecting regional military installations. I-25 Fillmore Street to Garden of the Gods improvements are expected to finish in September, along with the Powers Boulevard/Airport Road interchange providing improved access to Peterson Space Force Base. Released the Unified Planning Work Program for public comment and adopted updated Title VI and Limited English Proficiency plans.
- Pueblo Area Council of Governments: Adopted the 2027-30 TIP and Rural Planning Grant. Board is exploring formation of a Regional Transportation Authority. Discussed community response to the Aspen Acres Fire and subsequent flooding, including CDOT's emergency repair of the Highway 165 bridge and Pueblo Transit's role in evacuations. The region is considering transportation-focused emergency action planning for future disasters.
- San Luis Valley TPR: No meeting since the previous STAC meeting. Continued work on a controversial access control plan and noted the bridge rehabilitation project entering Alamosa is nearing completion.
- South Central TPR: Received updates on the I-25 Exit 14 ramp improvements, US 160 west of Walsenburg paving project, Department of Natural Resources

mine remediation work, MMOF funding, and Front Range Passenger Rail/Colorado Connector progress. Next meeting October 29 in Walsenburg.

- Southeast TPR: Received MMOF and statewide planning process updates. Recognized CDOT maintenance crews for supporting emergency access during the Aspen Acres Fire. Active culvert replacement work continues in Crowley County, with several overlay and bridge preventive maintenance projects completed. Continues pursuing funding partnerships to expand rural transit for medical transportation through the Rural Health Transformational Program. Next meeting October 28.
- Southern Ute: No updates.
- Southwest TPR: Transitioned to quarterly meetings. Reported a productive construction season and continued strong transit ridership with buses remaining full. Next meeting scheduled for the following week.
- Upper Front Range TPR: Next meeting scheduled for September 3. Anticipates issuing a CMAQ call for projects and receiving updates on the Transportation Alternatives Program and Safe Routes to School.
- Ute Mountain Ute: Completed the Tribal Transportation Program control schedule for FY2026-27 federal funding. Continues coordination with FHWA on the UM201 Phase 1 study and future construction funding, while updating its Long Range Transportation Plan and Safety Action Plan. Reported that UDOT is constructing a pedestrian crosswalk to the travel center, expected to be completed by the end of the year.
- Eastern TPR: Discussed public comments regarding the US 385 corridor and impacts from wind farm development. Reported progress on Highway 94 paving ahead of future wind farm construction traffic, updates on MMOF funding, and ongoing efforts to address funding for a Lincoln County off-system bridge.
- FHWA: No updates.
- FTA: No updates.

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

Federal Legislative Update

- The Senate introduced a bipartisan continuing resolution (CR), negotiated by Senators Susan Collins (ME) and Patty Murray (WA), that would extend government funding through December 11. The House previously passed a clean continuing resolution extending funding through December 4, so the two chambers will need to negotiate a final agreement.
- The Senate CR includes several policy anomalies, including adjustments related to defense and nutrition spending and a provision delaying implementation of an Office of Management and Budget (OMB) rule affecting federal grant funding reviews.
- The Senate proposal also extends IIJA surface transportation authorities, eligibilities, and requirements through December 11, providing prorated funding for highway and transit programs and preventing certain Highway Trust Fund discretionary grant authorities from lapsing on September 30. However, it

does not include advance appropriations, which could create challenges for transit and rail programs.

- Congress must approve a continuing resolution before September 30 to avoid a government shutdown and prevent expiration of surface transportation authorization.
- The Build America Act has passed committee in the House but has not yet been scheduled for a floor vote. The Senate has not yet released its own surface transportation reauthorization proposal.
- Jamie emphasized that passage of a continuing resolution remains the immediate priority while Congress continues work on a longer-term transportation authorization.

Discussion

- Kristin Stephens (NFRMPO) asked whether the continuing resolution would only provide funding through December 11. Jamie confirmed that it would, noting Congress will still need to reach a longer-term funding agreement later this year.

State Legislative Update

- With the legislative session concluded, CDOT has begun looking ahead to next year's session, although many priorities remain uncertain pending the November election and the next Governor's administration.
- Topics expected to receive legislative attention include autonomous vehicles, e-bikes, and transportation funding.
- CDOT's normal process of developing legislative proposals is temporarily on hold until the next Governor is elected and new policy priorities are established.
- Emily has been attending several TPR meetings to provide presentations summarizing key transportation legislation passed during the 2026 session and will make those presentation materials available to interested members.

Discussion

- Tom Gosiorowski (Intermountain TPR) asked whether CDOT had heard about potential transportation priorities from presumptive gubernatorial candidate Phil Weiser.
- Emily responded that while she has reviewed publicly available campaign information, CDOT has not heard any specific legislative proposals and cannot coordinate with gubernatorial campaigns during the election period. She will provide updates as more information becomes available.

Reorganization within CDOT - Darius Pakbaz - Director of Division of Transportation Development

- CDOT's current Deputy Executive Director will retire near the end of the year.
- To support the transition, CDOT is implementing a new headquarters leadership structure with three Deputy Executive Directors: Sally Chafee, Keith Stefanik, and Jeff Sudmeier.
- Headquarters divisions will report to one of the three Deputy Executive Directors, while the Regions and Division of Maintenance & Operations will continue reporting directly to the Executive Director.

- Darius noted that the reorganization is primarily an executive-level reporting change, with minimal impacts expected for staff or external partners.

Discussion

- Tom Gosiorowski (Intermountain TPR) asked whether a proposed organizational chart was available.
- Darius said that he will check for a new organizational chart that could be shared.

Statewide Bridge and Tunnel Enterprise Overview and Update - Patrick Holinda, Managing Director, Bridge and Tunnel Enterprise

- Natasha Butler presented with Patrick.
- Bridge and Tunnel Enterprise (BTE) is expanding its focus from primarily bridge replacement to include a stronger emphasis on bridge preventative maintenance (BPM).
- BTE funding can now be used for preventative maintenance on bridges in good and fair condition to help extend service life and reduce future replacement costs.
- Bridge condition is evaluated based on the deck, superstructure, and substructure, with the lowest component score determining the overall bridge rating.
- Performance forecasting shows that while bridge replacements have significantly reduced the percentage of poor bridges since BTE's creation in 2009, an aging bridge inventory is causing more bridges to transition from good to fair condition.
- BTE's preventative maintenance strategy includes a one-time \$125 million investment over 10 years (\$50 million within the current fiscally constrained period) to stabilize the percentage of poor bridge deck area over the next 20 years.
- The program is intended to complement CDOT's existing bridge preventative maintenance program by focusing on bridges forecast to decline to poor condition that are not already prioritized through other programs.
- Preventative maintenance activities will primarily include bridge deck repairs, overlays, expansion joints, and similar treatments that prevent more costly deterioration.
- Projects will be bundled where possible based on geographic proximity, treatment type, risk, and complexity, and coordinated with existing CDOT projects to improve delivery efficiency.
- BTE emphasized that while modeling has limitations due to the aging bridge inventory, preventative maintenance is expected to improve long-term system performance and reduce future replacement costs.

Discussion

- Tom Gosiorowski: Asked whether the noticeable shift from more good bridges to more fair bridges beginning around 2018 resulted from changes in bridge rating methodology.

- Natasha Butler: Explained that inspection and rating methods have remained consistent nationwide. The change reflects an aging bridge inventory, with many bridges now reaching or exceeding their original design life.
- Emily Baer: Asked whether project prioritization considers factors such as freight corridors, traffic volumes, and corridor importance in addition to bridge condition.
- Patrick Holinda: Explained that bridge replacement prioritization already incorporates safety, mobility, traffic volumes, and corridor characteristics. As the preventative maintenance program is implemented, those factors will also be considered when prioritizing bridges for investment.
- Gary Beedy: Asked about rough bridge deck surfaces and joints on the I-70 East project, expressing concern that uneven surfaces could increase stress on bridge structures.
- Patrick Holinda: Said he would follow up on the specific project and noted that finished bridge surfaces must meet smoothness specifications before project completion.

Featured Region of the Month - Region 4 - Heather Paddock, Director, CDOT Region 4

- Heather Paddock highlighted several major transportation initiatives underway across Northern Colorado, emphasizing Region 4's focus on improving roadway safety, delivering critical infrastructure projects, and advancing innovative project delivery practices.
- US 287 – Boulder County: The safety project aims to reduce serious injury and fatal crashes by installing a median barrier and other proven safety countermeasures. The project also includes indirect left access (ILAC) locations, rumble strips, and targeted operational improvements while balancing access needs for agricultural properties and adjacent communities. Design is approximately 60% complete, with construction anticipated to begin in 2027.
- US 287 – Larimer County: CDOT continues implementing a phased safety improvement program, including shoulder widening, passing lanes, wildlife fencing, bridge replacement, and other improvements identified through corridor safety studies.
- I-25 North Segment 5: Construction is approximately 68% complete, with bridge work finished and major paving underway. Traffic is expected to shift onto the completed lanes later this year, allowing crews to complete median work and final project elements in 2026.
- Protective Safety Measures: Region 4 highlighted several innovations implemented during I-25 construction, including transverse rumble strips, emergency pull-off areas, additional lane clearance for emergency responders, designated emergency access points, and automated speed enforcement cameras, all of which have improved work zone safety and emergency response times.
- I-25 North Innovations: CDOT discussed two notable project delivery innovations:

- A right-of-way incentive program that encouraged early property acquisition, reducing delays and legal costs while increasing compensation directly to property owners.
- Coordination with local jurisdictions to advance High Plains Boulevard, allowing closure of frontage roads, reducing right-of-way needs, improving safety, and saving an estimated \$9 million in project costs.
- I-70 Bethune East to Burlington: The completed interstate resurfacing project improved pavement conditions to the Kansas state line while also rehabilitating portions of US 24. The project received industry awards for construction excellence.
- Fix Our Roads: Region 4 highlighted significant progress reducing the number of interstate miles in poor condition through targeted investments under CDOT's 10-Year Plan.

Discussion

- Emily Baer thanked CDOT for including I-25 North Segment 4 in the 10-Year Plan and expressed appreciation for continued progress on the US 287 corridor. She asked how the Northwest Area Mobility Study (NAMS) priorities are being incorporated into the Boulder County US 287 project and requested an update on community feedback regarding the proposed number of ILAC locations.
- Heather Paddock responded that CDOT is actively reviewing comments and expects to provide responses soon. She confirmed she will attend the upcoming US 287 Coalition meeting. Paddock explained that while Region 4's long-term planning reflects NAMS corridor priorities, the current US 287 project is focused on immediate safety improvements and does not include the larger future Bus Rapid Transit (BRT) vision. Baer emphasized the importance of incorporating stakeholder feedback, considering agricultural access needs, evaluating alternative median treatments where appropriate, and ensuring the corridor can accommodate future transportation improvements.
- Tom Gosiorowski asked how CDOT determined the 35% right-of-way incentive used on the I-25 project. Paddock explained the percentage resulted from extensive analysis of past condemnation cases. Because CDOT can become responsible for attorney fees when final settlements significantly exceed its original offer, the incentive was designed to encourage early voluntary agreements, compensate property owners more directly, and reduce litigation costs and project delays.
- Tom also asked whether obtaining Federal Highway Administration approval for the incentive program presented any challenges under the Uniform Act. Paddock indicated it did not, and Abra Geissler added that FHWA provides flexibility for incentive programs, with Region 4's right-of-way manager responsible for developing the program in coordination with CDOT headquarters.

Scenic Byways Update - Lenore Bates, Colorado Byways Program Manager

- Darius Pakbaz introduced Lenore Bates to present the Colorado Scenic and Historic Byways Program.

- Colorado has 26 designated scenic and historic byways across 48 counties. 13 are nationally designated America's Byways. Colorado has the most nationally designated scenic byways of any state (followed by Oregon). Colorado also has 10 National Forest Scenic Byways and 2 BLM Back Country Byways. Byway information is available through the CDOT website.
- Program highlights: Established in 1989 with a 15-member commission. Supports tourism, preservation, and local economic development.
- Economic impacts: Scenic byways generate significant tourism spending and support rural communities.
- Colorado Tourism Office survey found: 3% of day visitors and 55% of overnight visitors traveled on a scenic byway. Primary reasons include scenic beauty, access to destinations, Colorado history, recreation, and small-town amenities.
- Visitor priorities include: Scenic pullouts and viewpoints. Recreation access and trailheads. Wayfinding, parking, food, lodging, restrooms, and EV charging.
- Program updates: Colorado now has 20 designated Electric Byways (21st pending completion of additional charging infrastructure). Continued promotion through travel publications, apps, exhibits, partnerships, and tourism campaigns.

Discussion

- Emily Baer: Asked for a contact at Veterans Life Magazine to connect local veterans interested in sharing their stories.
- Lenore Bates: Offered the contact information for Mindy Daigle (Veterans Life Magazine) and shared her email in the meeting chat. Mindy Daigle <mindy@veteranslifemagazine.com>

Other Business - Gary Beedy, STAC Chair

- Jacob Riger requested moving the October 1 in-person meeting to November 5 to align with a 5 MPOs event in Denver.
- Members supported the change.
- **Decision: October meeting will be virtual; November 5 will be the next in-person STAC meeting in Denver.**

Next STAC Meeting

- The next STAC meeting will be held virtually on **September 3, 2026**.
- If anything does come up related to STAC in the interim, it will be communicated to the STAC members via email.
- Chair Beedy's email is **garybeedy@gmail.com** if there is anything that arises that needs consideration by the STAC membership.

Transportation Commission Meetings

September 16-17, 2026

Transportation Commission Workshop (TC) Notes

Wednesday, September 16, 2026 - 10:00 AM - 11:30 AM

Workshops

Attendance:

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

Condemnation Workshop - Keith Stefanik, Jason Smith, Shane Ferguson

Purpose and Action (Montrose): On 2/11/2026, the Right of Way Plans for project NHPP 5502-116 US 550B Montrose Signal Replacement were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below. The project NHPP 5502-116 US 550B Montrose Signal Replacement is necessary for replacement of a traffic signal. This will improve safety of this corridor that carries ever increasing traffic and is therefore desirable.

Discussion

- A commissioner asked for clarification of this project's square footage.
- A commissioner asked whether this AutoZone property is owned nationally or locally. Keith said that they are dealing with the national AutoZone that owns this plot. With hopeful TC approval tomorrow, hoping to engage owners and get it solved.

Purpose and Action (Colorado Springs): On 9/17/2025, the Right of Way Plans, US 24 Widening Garrett to Woodmen, were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below. The project NH 0243-094, US 24 Widening Garrett to Woodmen, is necessary to widen US 24 from Garrett Road to Woodmen Road to include two through

lanes in each direction (4 lanes total), standard shoulders, widened median, guardrail upgrades, major and minor drainage structure modifications, and local road access modifications for the health, safety, and welfare of the traveling public.

More details on this workshop are in the [September 2026 TC Packet \(Pages 3 - 32\)](#).

Discussion

- Chair Ridder asked about the Colorado Springs project: “are we bidding against ourselves?” Chief Engineer Stefanik cited independent certified appraisals that both CDOT and property owners review. CDOT found some issues with the property owner’s appraisal, and made a final offer to avoid condemnation. Region 2 Right of Way Manager Amber Billings added some clarifications of this process and end result.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: This memorandum summarizes the FY 2025-26 year-end budget processes, including preliminary results from the revenue reconciliation process, 2026 federal redistribution, and FY 2025-26 roll forwards. The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and approve one FY 2025-26 year end roll forward request for the Region 4 Traffic program.

DAF provided detailed presentations on the following topics:

- Fiscal Year (FY) End Budget Processes
- FY 2025-26 Revenue Reconciliation
- 2026 Federal Redistribution
- FY 2025-26 Roll Forwards
- TC Program Reserve Reconciliation

More details on this workshop are in the [September 2026 TC Packet \(Pages 33 - 61\)](#).

Discussion

- A commissioner asked (inaudibly) about the reason for this shortfall. Both Jeff and Bethany noted different factors contributing to this (e.g., lower fuel consumption, etc.).

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

Purpose and Action: The second budget amendment to the FY 2026-27 Annual Budget is in accordance with Policy Directive (PD) 703.0. The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the second budget amendment to the FY 2026-27 Annual Budget, which consists of four items that require TC approval. The second budget amendment reallocates \$92.2 million total from the TC Program Reserve Fund in the Commission Reserve Funds line (Line 73) to the following lines:

1. \$90.0 million in 2026 federal redistribution to the 10 Year Plan lines (Lines 10, 19 and 46), and
2. \$2.2 million to the Agency Operations line (Line 66) to fund three initiatives in FY 2026-27 that are described below.

More details on this workshop are in the [September 2026 TC Packet \(Pages 62 - 77\)](#).

Discussion

- A commissioner asked if HQ painting is out of the ordinary from CDOT's regular Maintenance budget. Jeff noted that this is one of those things that just came up, and CDOT tries to avoid pushing out other maintenance needs.
- A commissioner asked how federal redistribution affects CDOT's latest 10-Year Plan (10YP) Jeff said that they assumed the 10YP would include more from the general fund, which ended up getting pushed out to future years. CDOT also received fewer federal funds than they had originally projected. 10YP funding assumptions usually start at a high level of total funding available, and gradually start applying that total to specific projects.
- A commissioner asked how much of the current 10YP could be delayed due to less funding. Jeff noted that the 10YP is at least front-loaded with numerous projects ready to go now, and they'll have to re-evaluate potential delays of other projects on an annual basis. Maintaining project schedules will be more difficult, however, with continued general fund reductions.
- Vice Chair Parsons asked about differences between capital asset management and capital mobility projects, and why certain 10YP projects are split between different categories like these. Jeff admitted that this division is somewhat arbitrary, with projects being split between asset management, capital, construction, multimodal, mobility, etc. categories. Shane added that the US 24 (Colorado Springs) project mentioned above, for example, does fit neatly

into the Mobility category, while various surface treatment projects throughout Teller County are purely asset management.

Bridge and Tunnel Enterprise (BTE) Plan of Finance and Upcoming Bond Transaction Workshop - Patrick Holinda, Katie Carlson

Purpose and Action: Provide the Bridge and Tunnel Enterprise (“BTE” or the “Enterprise”) Board of Directors (“Board”) with an overview of the Enterprise’s Infrastructure Revenue Bond (IRB) program, the structuring decisions made since the BTE Plan of Finance was adopted in November 2023, and the credit improvements achieved over that period, in preparation for the planned Series 2026A BTE bond transaction in fall 2026. No approval action is being requested at this time. Staff is requesting Board feedback on the program review presented in the attached workshop materials. Staff anticipate returning to the Board as early as October 2026 with an Approving Resolution and Bond Documents for the final tranche of the BTE Plan of Finance.

More details on this workshop are in the [September 2026 TC Packet \(Pages 78 - 100\)](#).

Discussion

- Commissioner Barrett complimented the creation and execution of this plan: “beautiful!”
- Commissioner Cook echoed these congratulations, and asked about the KBRA protest. After litigation was resolved, a draft notice showed what would go to market with a tight window to prevent anybody from taking action on it. They made some revisions based on CDOT’s protest, but ultimately did not change the credit rating. More details about this will be available in the next workshop.
- Chair Ridder thanked Patrick for making this complicated subject matter more understandable.

Adjourned at 11:20 AM.

Transportation Commission (TC) Board Meeting

Thursday, September 17, 2026 - 8:30 AM

Call to Order, Roll Call

Chair: Rick Ridder, Vice Chair: Hannah Parsons,

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

Public Comments

Public Commenters YouTube Video

https://www.youtube.com/live/Z6ltfoSHtUg?si=5UL5v9xuxBU_bzsd

Timestamp 0:52 - 5:32.

Mike Foster (Colorado WINS) shared concerns that CDOT is not living up to the “supportive workplace” claims in its job descriptions. Many CDOT units are short-staffed, with those employees’ bandwidth being stretched completely.

J.R. Butero (Colorado WINS and long-time CDOT employee) reminded the Commission of its responsibility to address any underlying issues within the Department, and then shared concerns that many long-time employees are not being taken care of, leading to many of them leaving CDOT with their irreplaceable skills and experience.

Robert Sockerbrand (long-time CDOT employee and union steward) wonders what benchmarks the Commission uses for employee satisfaction. He’s seen too many experienced colleagues leave CDOT for the private sector.

Several other people (many wearing union t-shirts) arrived later, but did not provide any public comments.

Michael Bond and Cheyenne County Commissioner Rick Pelton submitted written comments.

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

Comments of the Chair and Commissioners

- Chair Ridder thanked all who put together this enlightening and extremely informative tour of Southern Colorado. He noted Transportation's vital role in American history, with transportation to Pueblo leading to such diversity in employment at the Pueblo steel plant that 40 different languages were being spoken there at one point. He appreciated the tour of the Transportation Technology Center.
- Commissioner Barrett had no comments.
- Commissioner Masters also appreciated this trip to Pueblo, and Commissioner Hart's passion for this area.
- Vice Chair Parsons was online, and regretted not being able to join this trip.
- Commissioner Castillo was online, noted the opening of CDOT's newest mobility hub at I-25 & CO 7, and also noted publication of the environmental assessment for rebuilding I-270 through Adams County. He hopes the environmental commitments made in that report are actually brought forward for that community.
- Commissioner Marcano was online. He attended a recent meeting of the Aurora Gun Club Road working group, who shared significant ongoing concerns for traffic volume and safety in that area.
- Commissioner Bowman was online. Western Colorado has had some major rainstorms recently, forcing the Region 3 Maintenance team to do significant cleanup on I-70 and other parts of the CDOT system.
- Commissioner Cook attended the DRCOG annual dinner, where they honored Herman Stockinger's years of service.
- Commissioner Masters has no comments.
- Commissioner McLachlan thanked all who made this trip to Pueblo possible.
- Commissioner Gutierrez appreciated this tour, and noted that September is National Hispanic Heritage Month. He thanked all CDOT employees for their service, but especially the Hispanic/Latino employees this month. 14% of Colorado businesses are Hispanic-owned, and that number keeps climbing.
- Commissioner Hart thanked all who helped organize this tour to Pueblo. He expressed his love for Pueblo, its people, community, and culture. And while he recognizes that most transportation planning is responding to demand (especially in more populated areas), it must also respond to the entire state in order to keep it connected.

CDOT Executive Director's Report - Shoshana Lew

- Director Lew was online, and is preparing for an exciting early fall with several upcoming project completions, many of these projects are part of the 10-Year

Plan. She also looks forward to several other projects starting soon (e.g., I-270), along with another winter of Snowfighter celebrations.

**Chief Engineer's Report,
Colorado Transportation Investment Office (CTIO) Director's Report,
Federal Highway Administration (FHWA) Report, and
Statewide Transportation Advisory Committee (STAC) Report**

- These updates will return in the October Transportation Commission meeting.

Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of August 20, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal Parcel 308A Rev-EX, I76 and 62nd Ave, City of Denver, Adams County
- Proposed Resolution #4: Disposal Parcels 119A-EX, 146EX, 147-EX, 148-EX, 149-EX, 151-EX, 152-EX, 153-EX, 154-EX, AND 155-EX to Clear Creek County
- Proposed Resolution #5: U.S. 550 B Access Permit Appeal
- Proposed Resolution #6: Adopt 2 CCR 601-18 Transmission Line Update, State Highway Utility Accommodation Code
- Proposed Resolution #7: Repeal 2 CCR 601-17 Rules for Implementation of the Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways
- Proposed Resolution #8: Approval of FY 2025-26 Year End Roll Forwards
- Commissioner Gutierrez moved to approve this consent agenda, Commissioner Barrett seconded, and it passed unanimously.

**Discuss and Act on Proposed Resolution #9: Condemnation
Authorization, Region 3, Project 26069 Montrose Signal Replacement,
RW-2 & TE-2, AutoZone, Inc. - Keith Stefanik, Jason Smith**

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

**Discuss and Act on Proposed Resolution #10: Condemnation
Authorization, Region 2, Project 25094 US 24 Widening Garrett to
Woodmen, RW-28 & TE-28 - Keith Stefanik, Shane Ferguson**

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

Discuss and Act on Proposed Resolution #11: 2nd Budget Amendment of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

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

Recognitions and Other Matters

- Chair Ridder thanked Debra Jaramillo for her coordination of the tour to Pueblo.

Adjournment

- The TC Board Meeting adjourned at 9:12 am.
- **The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, October 14-15, 2026.**



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: October 1, 2026

Subject: Transportation Alternatives and Safe Routes to School Federal Grant Program FFY27-29 Call for Colorado Projects

Purpose

CDOT staff will share an update regarding CDOT's upcoming call for Transportation Alternatives Programs and Safe Routes to School grant awards for federal fiscal year (FFY) 2027-2029 funds.

Action

This agenda item is for discussion purposes only.

Background

The Transportation Alternatives Program (TAP) and the Safe Routes to School program (SRTS) are both federal grant programs administered by the Colorado Department of Transportation (CDOT). TAP provides funding for transportation projects that expand walking, biking, environmental mitigation, scenic activities, historic preservation and interstate conversion to boulevards in Colorado. SRTS funds programs and active transportation improvements within two miles of an elementary, middle or high school in Colorado. This cycle, both programs will be accessed via one application and follow a similar timeline.

This call for grant funded projects will occur from late fall of 2026 to the early summer of 2027 and will award three years of funds. The call will be released **October 30, 2026.**

The presentation will cover eligible applications and projects, the timing for

the call, process updates, budget amounts to be awarded and an overview of how decisions will be made.

Next Steps

Additional information is available on the [TAP webpage](#) and [SRTS webpage](#). At either page, you can subscribe for Active Transportation Updates to receive CDOT's Active Insights newsletter. This new e-newsletter will share the call release information and provide additional active transportation resources and events. Please consider sharing this information with your interested communities.

Attachments

Presentation



Transportation Alternatives & Safe Routes to School Programs

Planning for FFY 2027-2029 grant call

October 2026



Eligible Projects

Types

Smaller-scale transportation projects such as:

- Pedestrian and bicycle facilities
- School zone safety and enforcement
- Environmental Mitigation
- Historic/Scenic Activities
- Boulevard conversions

Program Interventions in K-12 schools

- Bicycle safety programs
- Events promoting walking and rolling to school
- Safe walking environment training and enforcement





TAP Colorado Allocation

Awarding Entities

Funds are distributed based on a formula. Projects are selected by a competitive process.

34.5%

Metropolitan Planning Organizations (MPOs)

- 34.5% is available to award by MPOs with an urbanized population of over 200,000 (DRCOG, NFR & PPACG)

58%

Colorado DOT (CDOT)

- 58% is divided between the CDOT regions
- Divided into regions via a formula of: 45% VMT, 40% lane miles, 15% truck VMT.

Colorado Parks & Wildlife (CPW)

7.5%

- 7.5% is allocated to the Recreation Trails grant program



TAP budget

CDOT Region-based budgets. Projects are selected by a competitive process.

Region 5	Region 4	Region 3	Region 2	Region 1
\$2.0M	\$7.9M	\$3.4M	\$5.7M	\$5.5M

This call includes:

- 3 year call budget
- Project savings
- Adjustments from prior actuals and awarded amounts



SRTS budget

Statewide budget. Projects are selected by a competitive process.

\$7.7M

2017 Transportation Commission Resolution 17-4-3

\$2.5M annual program allocation

This call includes:

- 3 year call budget
- project savings
- unawarded past funds

Applicants



- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Nonprofit organizations
- Metropolitan Planning Organizations
- Transportation Planning Regions
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Timeline

Important Dates

- **October 30, 2026:** Call Opens
- ***December 15, 2026:*** *Mandatory Letter of Interest Deadline*
- ***February 19, 2027:*** *Invited Applicants Deadline*





New to TAP and SRTS for applicants

- 1 One application - two funding programs
- 2 Applications submission is online
- 3 Fewer attachments
- 4 All applicants will be required to submit a Letter of Interest (LOI) and receive engineering and compliance review prior to application submission



TAP Review Scoring

Regionally based review committees to include at minimum:



1 CDOT expert in transit



1 CDOT expert in active transportation



1 CDOT regional representative



1 representative from each TPR within a region



Application Scoring

30

Safety

25

Mobility Choice

20

Connected Communities

15/
20

Community Need

5

Strategic Growth Compliance

5

TA

P

Neighborhood Center





Takeaways

Are you considering applying for TAP or SRTS funds?

1. Know your [strategic growth compliance status](#)
2. Consider applying for [Neighborhood Center designation](#)
3. Ensure your project is fully ready:
 - a. Vetted & right-sized budget
 - b. Choose a top priority project with a clear transportation benefit
 - c. Ensure you have strong local support
 - d. Know the value in numbers
4. Join our e-newsletter list by signing up on this [website](#) to receive the notifications



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: October 1, 2026

Subject: Multimodal Transportation & Mitigation Options
Fund (MMOF) Update

Purpose

CDOT staff will share an update regarding the lack of available MMOF funding in FY2027 (July 1, 2026 - June 30, 2027) to budget or initiate any new project phases for awarded MMOF projects. The next year of MMOF funding is anticipated to be available for budgeting by September 15, 2027.

Action

Informational and discussion only; no action required.

Background

The MMOF program is funded by multiple funding sources, including federal American Rescue Plan Act (ARPA), state HB1466 funds, and other sources of state funds. The majority of the other sources of state funding were made available to the program in FY20 and FY22, and many local MMOF projects are still underway.

Unlike most other state funding sources for transportation, the MMOF program is subject to annual spending authority limits set by the legislature and the program does not have continuous spending authority. Based on the spending authority limit for FY27 and the high volume of MMOF projects that are active, there is no spending authority remaining in FY27 to budget additional project phases.

Next Steps

A project funding schedule that shows the 50 projects with unbudgeted MMOF awards will be made available on the [MMOF webpage](#) showing the anticipated date each project could potentially access available budget. The schedule will

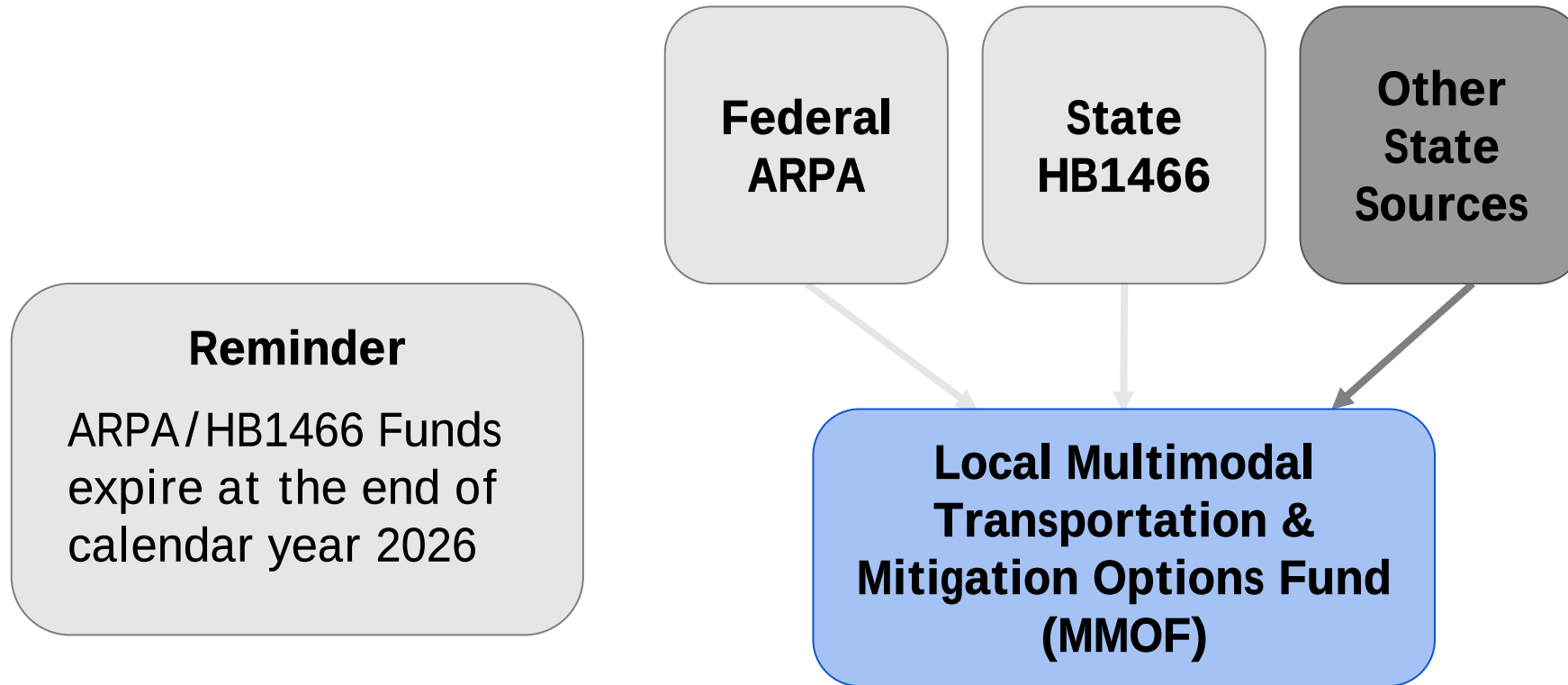
be updated quarterly to reflect changes in estimated and demonstrated project readiness and will be updated annually to reflect approved spending authority.

Attachments

Presentation



Local MMOF Funding Sources

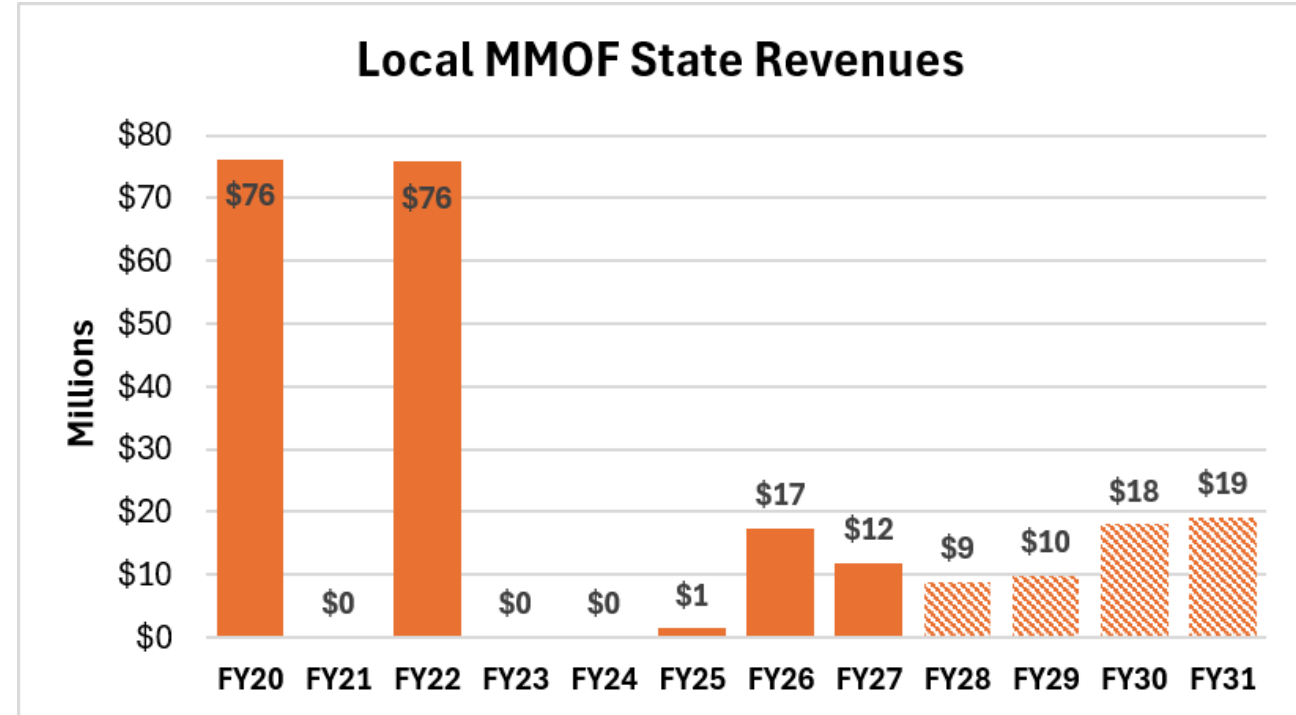


Individual projects can be funded by one or more of the MMOF fund sources



Local MMOF - State Funding Background

- Other State Sources include
 - One-time appropriations (SB18-1 & SB21-260)
 - General Fund
 - Retail Delivery Fee
 - Interest earnings
- Project Status
 - 108 completed projects (\$61.7M)
 - 110 active projects (\$108.5M)
 - 50 pending projects (\$53.8M)





Funding Reductions

As shared at the June STAC meeting:

- 48% reduced funding in FY27-FY29 Local MMOF
 - HB26-1398
 - HB26-1399
 - Updated forecasts
- Backfill Strategy: Using FY30 and FY31 funds to backfill existing awards



Poudre River Trail



Cash Management

- Purpose: Budget available funds to shovel-ready awarded projects
 - Prioritize projects ready to spend
 - Draw down fund balance
- Projects starting later may face delayed access to funds until subsequent years
 - Program revenues become available annually by September 15
- MMOF cash management started in summer 2025



Paepcke Mobility Hub



MMOF Spending Authority

- MMOF funds are not continuously appropriated
- Each year, CDOT requests MMOF spending authority from the state legislature
- Spending authority caps the MMOF budget
- Spending authority legislatively approved for FY27 is \$15M less than MMOF fund balance
- Slower spending in the local MMOF program means more of the spending authority is being used for active projects, and less is available for pending projects



TSC Transit Vehicle



Funding Demand & Forecast

- The Local MMOF program has \$53.8M of awarded MMOF that has not yet been budgeted (for 50 projects)
- No funding is available in FY27 to budget or initiate any new project phases
- Most projects will be delayed 1+ years beyond their anticipated ready dates
 - Many will likely be ready later than currently anticipated

Fiscal Year	Project Demand <i>Anticipated Date Ready</i>	Funding Supply <i>Revenue Forecast*</i>
2027	\$18.5M	\$0
2028	\$24.9M	\$27M
2029	\$10.4M	\$10M
2030	-	\$18M
2031	-	\$19M
Total	\$53.8M	\$74M

*FY2028 assumes spending authority approved for full fund balance



MMOF Project Funding Schedule

- Identifies anticipated date each pending project could potentially access available budget
- Projects sorted based on the *anticipated* date they will be ready
 - Available funding is prioritized for projects as they demonstrate readiness
- Assumes spending authority is approved for all existing fund balance and all projected Local MMOF revenues
 - Any reduced spending authority will result in longer delays for more projects
- Schedule will be available on the MMOF website and updated quarterly



SH 82 Underpass



Next Steps

Sponsors of pending/unbudgeted projects

- Review project funding schedule
- Ensure project phases are “ready”, eg.:
 - RFP finalized and approved by CDOT
 - All other funding sources secured
 - Obtain needed clearances, forms, etc.
- Demonstrate readiness to your CDOT PM - the earlier, the better

CDOT

- Maintain updated project funding schedule
 - Projects with demonstrated readiness are prioritized
 - Updates to reflect annual spending authority and estimated & demonstrated readiness of pending projects

Resources

- [MMOF webpage](#)
- [Local MMOF Funding Projections by TPR - June 2026](#)
- [MMOF Spring 2026 Guidance](#)



Thank You

Medora Bornhoft, medora.bornhoft@state.co.us

Bethany Nicholas, bethany.nicholas@state.co.us



COLORADO

Department of Transportation

Clean Transit Enterprise

Statewide Transportation Advisory Committee Memorandum

To: Statewide Transportation Advisory Committee
From: Craig Secrest, Clean Transit Enterprise (CTE) Director
CC: Kay Kelly, Chief of Innovative Mobility
Date: October 1, 2026
Subject: Clean Transit Enterprise (CTE) Overview

Purpose

This memorandum and accompanying presentation provide an update on the Clean Transit Enterprise programs and impacts.

Action

No action required, presentation is informational.

Background

In 2021, SB21-260 established the CTE within CDOT to support public transit electrification and planning efforts, facility upgrades, fleet vehicle replacements, and the purchase and installation of electric vehicle charging and fueling infrastructure, funded through revenues from the clean transit retail delivery fee. The passage of SB24-230 then established the Oil and Gas Production Fee (O&GPF) to fund three new programs that the CTE is charged with implementing:

- The Local Transit Operations Program, also called the SB230 Formula Program (70% of O&GPF proceeds);
- The Local Transit Grant Program (10% of O&GPF proceeds); and
- The Rail Funding Program (20% of O&GPF proceeds).

The O&GPF went into effect on July 1, 2025, and revenue became available for use in January 2026. Due to the requirements of Proposition 117, the amount of revenue the CTE raised through the O&GPF in FY26 was expected to be approximately \$55 million. These limits do not apply in FY27 and beyond, and annual revenues are estimated at around \$120 million. \$80 million of these funds were made available in the CTE's FY27 Formula Program NOFA.

Attachments

A - CTE STAC October 2026 Presentation.pptx



COLORADO

Department of Transportation

CTE Update

Statewide Transportation Advisory Committee

October 1, 2026



CTE Overview

- **SB21-260: Established CTE**

- Created Retail Delivery Fee to fund a Transit ZEV Program
- Goal – Foster transition to ZEV fleets throughout state
- Funds planning, charging infrastructure, facilities, and vehicles

- **SB24-230: Added CTE Business Purposes**

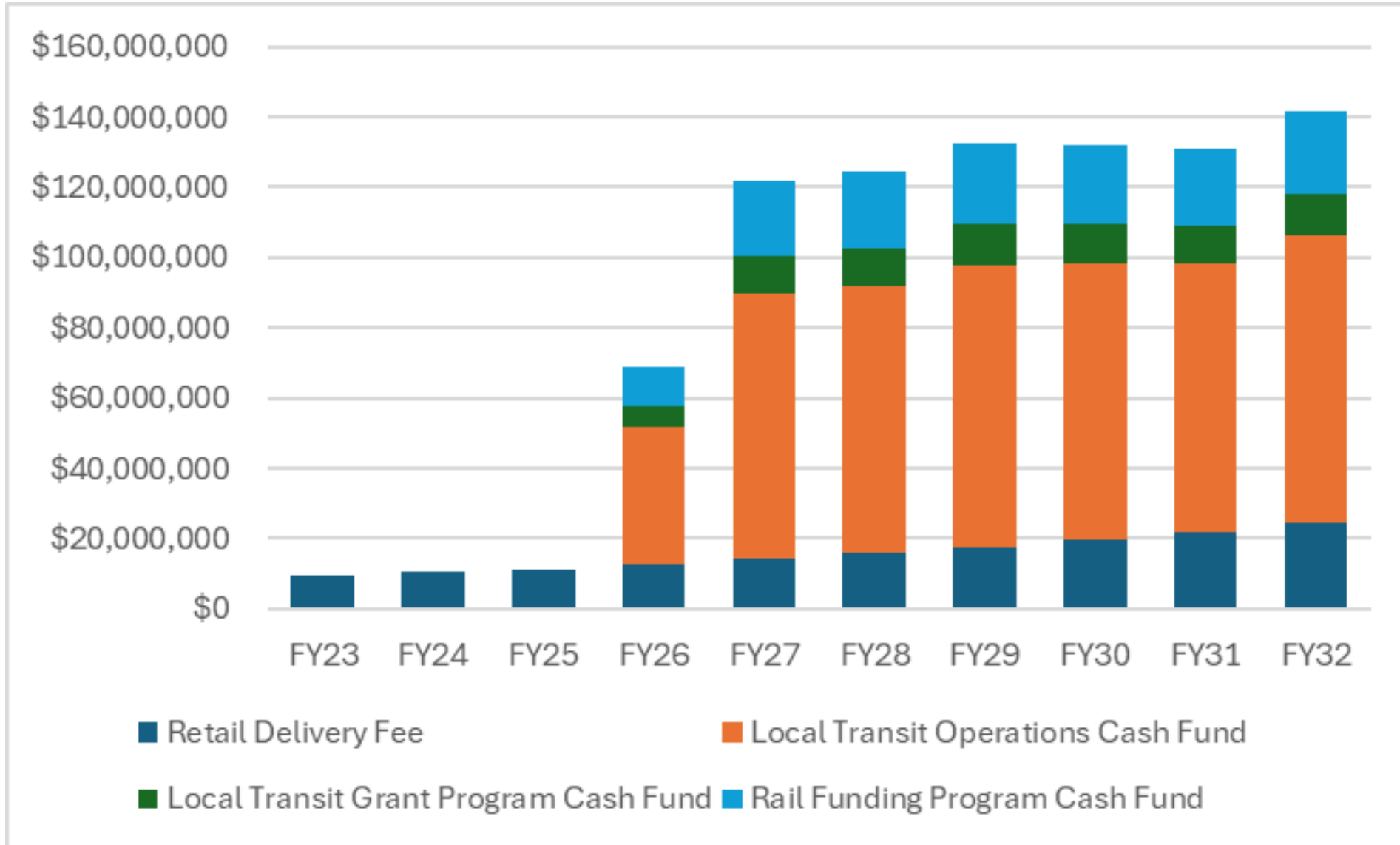
- Established an Oil & Gas Production Fee...major increase in \$\$\$
- Goal - Create/expand transit and passenger rail service to reduce GHGs
- Created 3 programs - formula, discretionary, passenger rail

- **CTE Board**

- 6 Governor-appointed/Senate-confirmed members
- 3 agency representatives (CDOT, COE, CPHE)

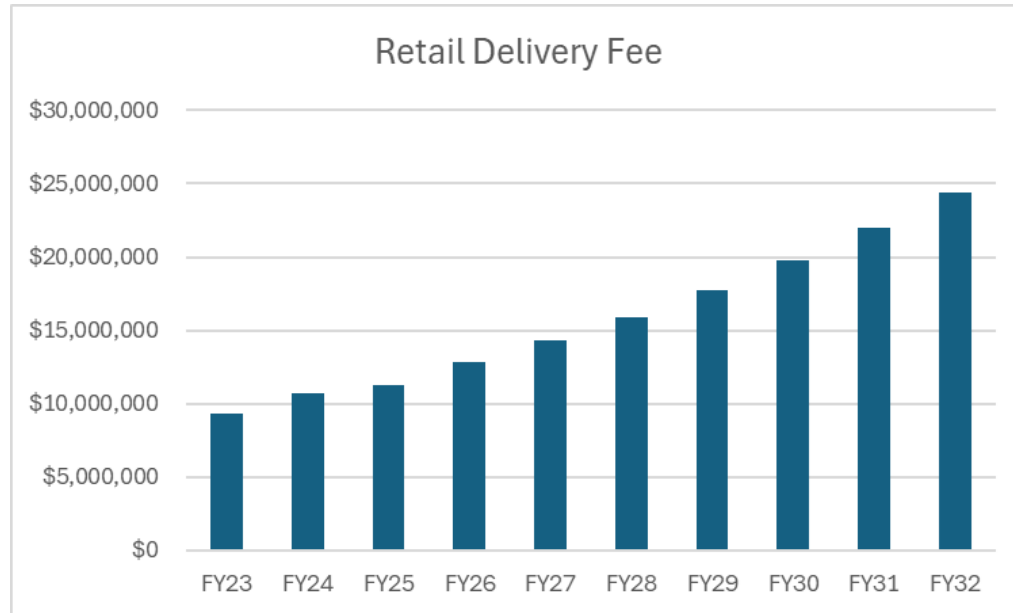


CTE Overall Funding: FY2023 to FY2032





Transit ZEV Program



- **Revenues from FY23 - FY25 = \$31.3M**
- **FY 26 revenue estimate: $\cong$ \$12M**
- **Forecast grows to $\cong$ \$30M/year by FY36**

- **Activities to Date**

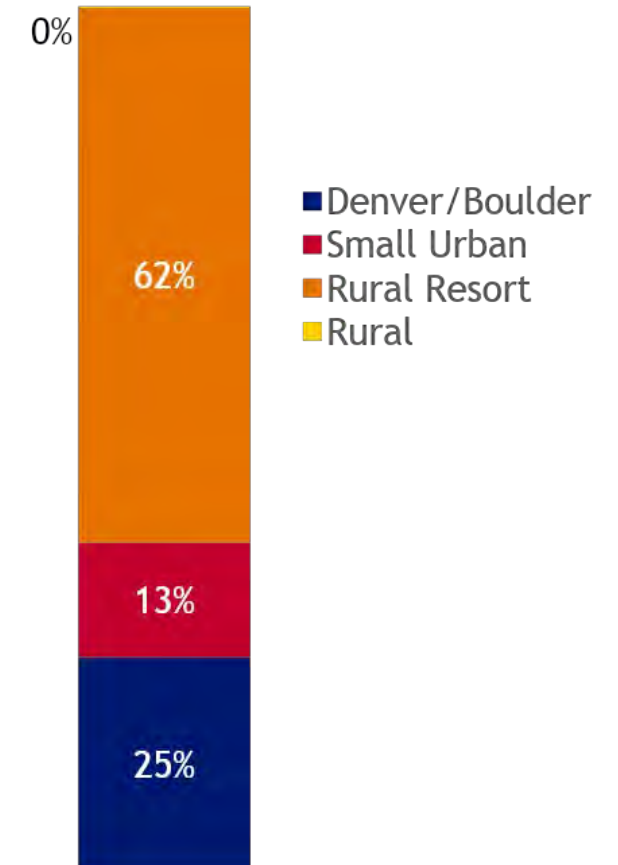
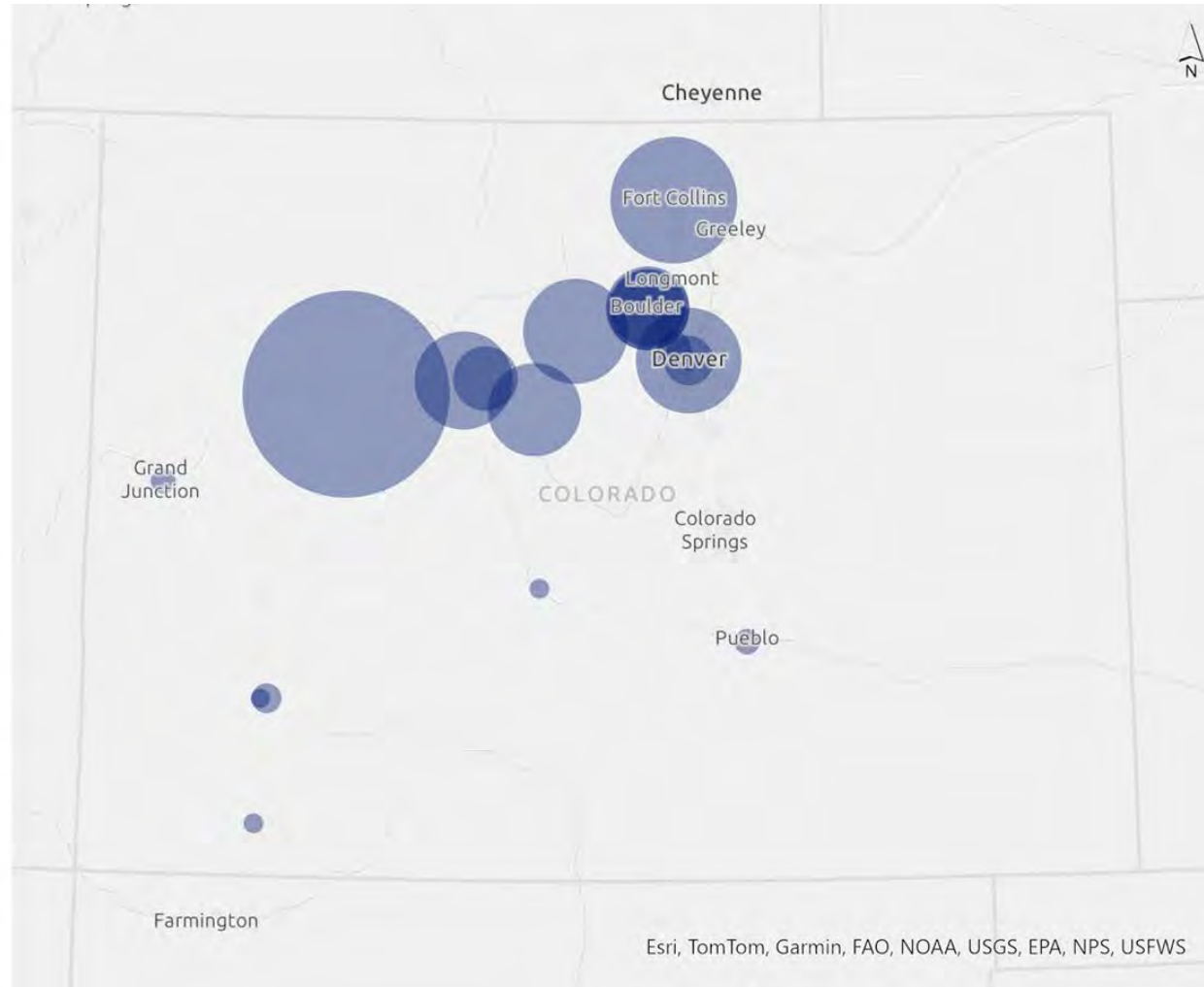
- \$45.5M in grant awards – 8 planning/25 capital projects
- 52 new ZEVS on the road by 2028
- Third capital grant NOFA anticipated in Fall 2026

- **Opportunities for Funding**

- Planning Activities
- Vehicle Acquisition
- Facility Upgrades
- Charging / Fueling Infrastructure



ZEV Funding by Agency, FY24-FY26





CTE & SB24-230

- **Oil & Gas Production Fee Revenues**

- FY 26: planned \$55M due to Prop 117 limits,
- FY27 and beyond: \$100M - \$140M/year;
- Rates set/fees collected quarterly
- Annual revenue levels may be volatile

- **SB230 Programs**

- Formula Program - supports transit expansion (70%)
- Rail Program - helps fund passenger rail initiatives (20%)
- Discretionary Program - supports RTA creation/multimodal projects (10%)



SB24-230 Formula Program

- Formula Factors defined in statute - population, ridership, vehicle revenue miles (VRM), population density, local zoning & planning, disadvantaged communities
- **Eligibility**
 - Existing open door providers
 - Needs to support transit expansion - operating and vehicles
- **FY26 Program**
 - Board Approved the formula in May 2025
 - Allowed rolling submissions
 - \$33.7M awarded to date; 29 agencies; 36 Grant Contracts
- **FY27 Program**
 - Funding will increase to $\cong$ \$80M
 - NOFA closed in September. Awards announced in October.



SB24-230 Formula Funding

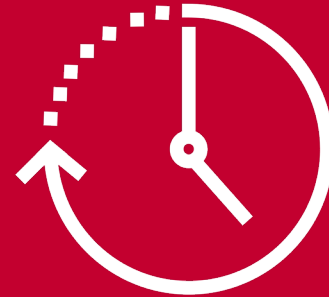
Transit agencies are using SB24-230 formula funding to



Increase
frequency on
existing routes
(16 agencies)



Create new
routes or
extend routes
with new stops
(19 agencies)



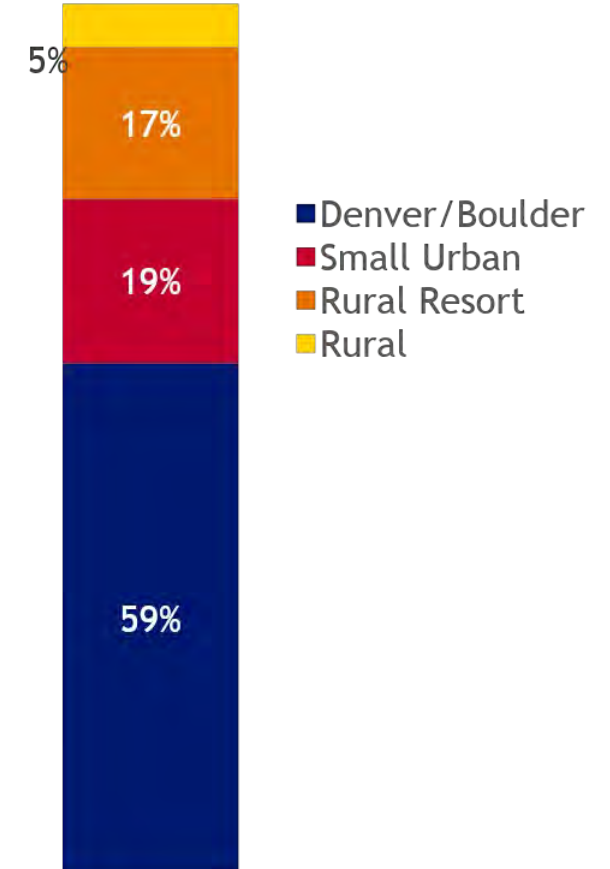
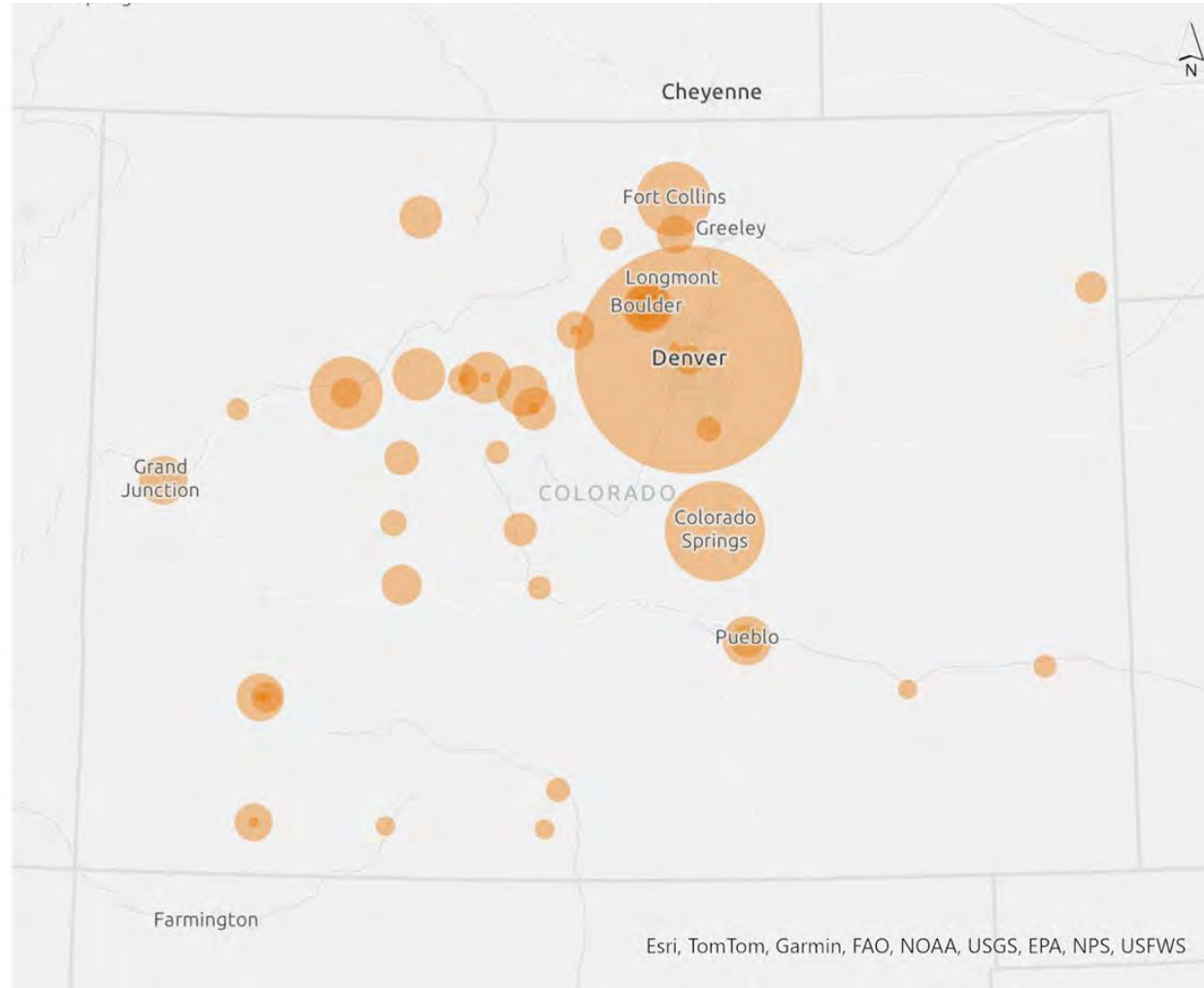
Extend service
hours or service
season
(10 agencies)



Expand vehicle
fleets
(10 agencies)

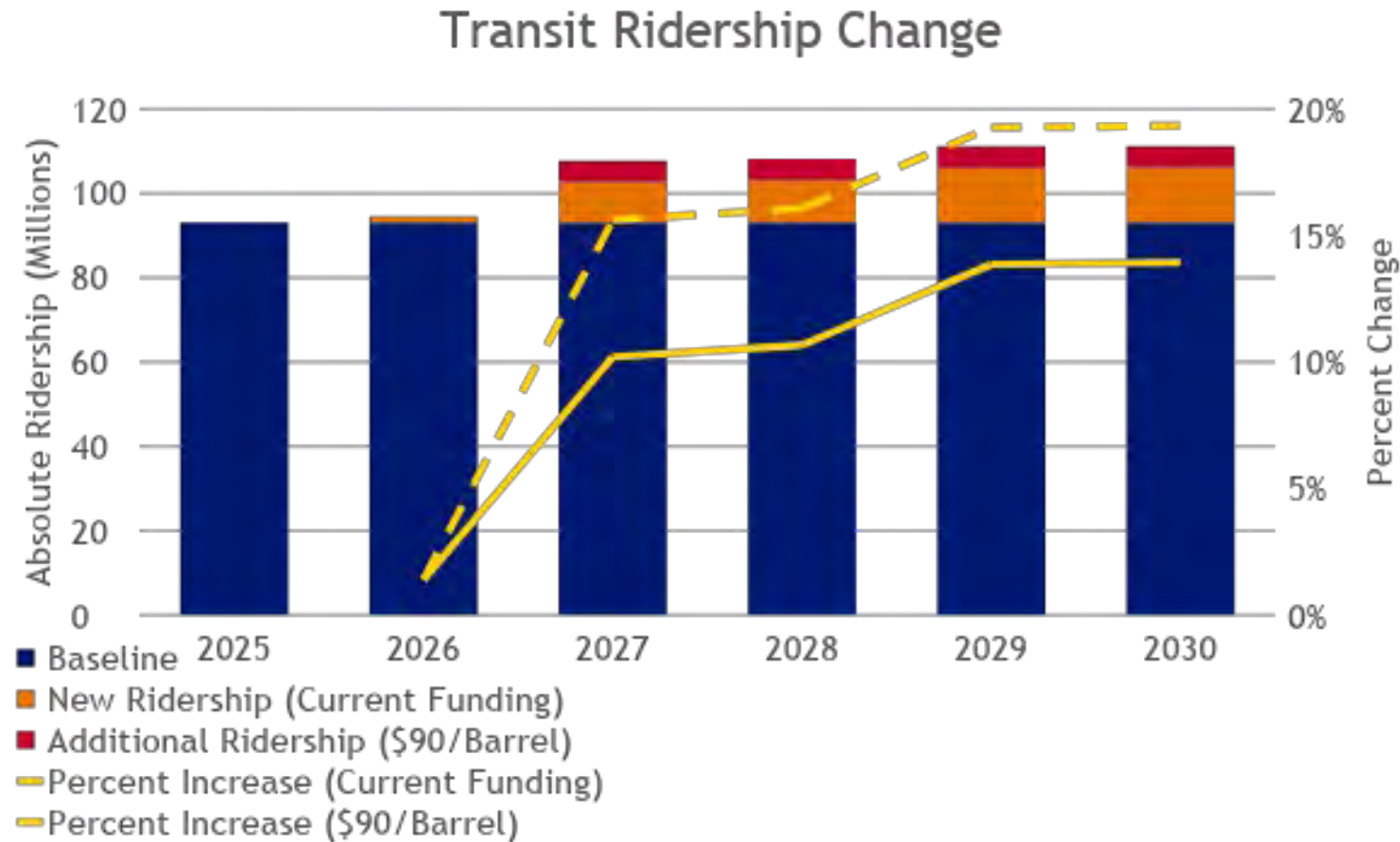


SB24-230 Formula Funding, FY26-FY30





Increased Ridership



Current funding:
14% increase in
transit riders from
2025

*Oil at \$90/barrel:
19% increase in
transit ridership
from 2025*



Carbon Reduction

By 2029, CTE grant awards are forecasted to deliver significant environmental impact:

9,340

metric tons
of greenhouse gas
reduced annually

=

equivalent to

2,030

cars removed
from Colorado's roads
each year

Every \$10 per barrel increase in oil price provides funding to reduce GHG emissions by an additional 1,872 metric tons annually



Agency Example: Mountain Metropolitan Transit

“MMT has identified new routes that increase the geographic coverage throughout the Pikes Peak Region. These will improve regional connections to education, medical, employment centers, etc.”

639k (15%)
Increase in VRM
from 2026 to 2030

594k (20%)
Increase in UPT
from 2026 to 2030





Agency Example: Gunnison Valley RTA

“This proposed winter service level will provide approximately 15-minute headways during peak ridership times from 6:21 am until 5:45 pm with 30-minute headways before and after.”

293k (33%)

Increase in VRM
from 2026 to 2030

102k (25%)

Increase in UPT
from 2026 to 2030





Other SB 230 Programs

- **Discretionary Program**

- ~\$5.5M in FY26, ~\$11M annually beyond
- Provides incentives for creation of regional transportation authorities
- NOFA is currently open

- **Passenger Rail Program**

- ~\$11M in FY26, ~\$22M annually beyond
- Supports Joint Service Passenger Rail and RTD N-line completion



Upcoming CTE Activities

- **Just closed FY27 SB230 Formula Program NOFA**
 - \$80M allocated, including \$44M for RTD
 - Awards this fall
- **RTA Incentives NOFA currently open**
- **Transit ZEV Capital NOFA - release in October, awards mid-winter**
- **Developing CTE Strategic Plan**
- **Supporting Joint Service/FRPR and RTD N-Line expansion**
- **Conducting various research initiatives**
 - Transit ZEV opportunities identification
 - Real Time GTFS feasibility study
 - Formula model refinements



Q & A





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: STAC

From: Hope Wright, Real Estate Asset Manager

Date: September 3, 2026

Subject: Rest Areas Update

Purpose

This memorandum provides a comprehensive summary of CDOT's Rest Area program. It traces the program's history from funding shortages to its current status as CDOT's 12th asset class. Additionally, it details 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 the forward-looking strategic conclusion.

Action

Informational only, no action required.

Background

Program History and Budget Overview

Following severe funding shortfalls in the mid-2000s that forced multiple facility closures, a comprehensive 2016 study prompted the Transportation Commission to formalize Rest Areas as CDOT's 12th dedicated asset class in 2018. The program was fully integrated into Asset Management budget cycles by 2023. It now operates on a \$4 Million annual budget with 15 percent dedicated to controlled or deferred maintenance and 85 percent allocated to capital plan execution across 26 active sites. While Rest Area inventory will temporarily drop to 24 sites by 2028 due to the decommissioning of failing legacy facilities north of Pueblo, it will stabilize at 25 Rest Areas upon completion of a new, consolidated Rest Area and interchange facility at exit 108, also north of Pueblo.

Operational Roles

The management of this asset class relies on a distinct division of labor between Property Management and Region Maintenance Staff. Property Management drives long-term capital planning and reviews and disperses funding for yearly controlled and deferred (C&D) maintenance projects. Meanwhile, Region staff oversee daily upkeep, safety, and physical operations on the ground, using C&D allocations from Property Management to execute their approved annual maintenance requests.

Regulatory EV Constraints

Deploying Electric Vehicle charging infrastructure requires navigating conflicting statutory frameworks. Colorado House Bill 23-1233 amended state law to explicitly permit electric vehicle charging infrastructure at Rest Areas along state highways, qualifying eight specific locations across Colorado. However, federal Title 23 United States Code Section 111 strictly prohibits commercial vehicle charging infrastructure at any Rest Area located along Interstate corridors. Additionally, federal regulations dictate that CDOT must charge fair market value to any third-party commercial entity operating charging equipment on public right-of-way, regardless of the highway classification.

Facility Prototype

To reduce long-term operational costs and streamline construction and design, CDOT designed a standardized, scalable facility prototype. The design features a dual restroom layout that ensures continuous public access by allowing one set of facilities to remain open while the other is closed for cleaning. The prototype also integrates sustainable elements such as energy-efficient entry airlocks, solar panels to offset utility costs, and dedicated space for on-site maintenance staff to increase operational readiness.

FY26 Program Achievements

Several major capital improvements were advanced or completed in the FY26 cycle:

- In September 2025, CDOT completed a massive reconstruction of the Vail Pass Rest Area, the state's busiest facility. This project delivered an isolated on-site water treatment plant with 20,000 gallons of storage, expanded restroom capacity from 10 to 22 stalls, more than tripled parking to 248 spaces, separated commercial truck parking into 20 dedicated stalls, and added outdoor mountain viewing decks.
- CDOT partnered with the Colorado Tourism Investment Office to complete a full interior and exterior remodel of the Fruita Welcome Center in May 2026, which added water-efficient plumbing, complete ADA accessibility, an outdoor children's play area, and digital kiosks that replaced 80 percent of paper brochures.
- On State Highway 160, the Shaw Creek Rest Area is undergoing a total replacement, demolishing legacy structures to construct a modern 2,960-square-foot facility equipped with a new water well, an updated septic system, 3-phase electrical power, covered picnic areas, and a secure maintenance garage.

Future Corridor Plans and Capital Strategy

Strategic initiatives are underway to address severe infrastructure deficits on key freight and tourism corridors.

- South of Colorado Springs, systemic utility failures, a lack of potable water, and severe post-pandemic vandalism made repairing the legacy Pueblo Rest Areas financially unviable, with estimated remediation costs exceeding \$18 Million. Instead, CDOT Region 2 and Property Management are co-delivering a bundled project at the Exit 108 Interchange on I-25. This project will combine a single,

consolidated Rest Area serving both directions of travel with an integrated mobility hub, 50 truck parking spaces, and 95 car parking stalls with a new interchange. Construction is scheduled to begin in Spring 2027 with an estimated completion date in Late Fall 2028.

- On the I-70 corridor on the eastern side of the state, the Arriba Rest Area—the second busiest in the state—is receiving dedicated funding from CDOT's Freight Mobility and Safety Branch to aggressively expand its overnight truck capacity from 9 to 42 spaces. This expansion includes a specialized 300-foot stall specifically designed to accommodate extra-long, permitted wind turbine transport. By expanding the asphalt footprint into previously irrigated turf grass, this project also directly satisfies the Governor's Greening Government Executive Order to significantly reduce agency water consumption.
- On the I-70 corridor on the western side of the state in Glenwood Canyon, a completed Context Sensitive Solution process determined that programmatic remodeling is highly preferred over full reconstruction for the No Name, Grizzly Creek, and Bair Ranch Rest Areas. Wastewater treatment plants will also be completely replaced at each site under a phased six-year schedule spanning FY27 through FY32. This timeline is carefully managed to balance constrained budgets while ensuring two out of the three canyon Rest Areas remain open to drivers at all times.

Strategic Risks and Programmatic Conclusion

Failing to proactively maintain and fund these network investments introduces severe liabilities across the state's transportation system. Substandard or missing Rest Areas directly increase highway accidents by failing to mitigate driver fatigue, which remains a leading cause of fatal crashes. Furthermore, a lack of adequate facilities disrupts freight operations, forcing commercial drivers to either violate strict federal Hours of Service safety regulations or park in unauthorized, highly dangerous locations like highway shoulders and exit ramps.

Finally, because Rest Areas often serve as the primary or initial physical interaction travelers have with state infrastructure, deteriorating facilities generate negative public perception of both CDOT and Colorado. Proactive asset management ultimately protects state capital investments before they transition into severe deferred maintenance liabilities, ensuring reliable, safe, and welcoming spaces for the traveling public.

Thank you for your time, your leadership, and your continued commitment to keeping Colorado's travelers safe and moving.

Next Steps

Informational only.

Attachments

Rest Areas Program update presentation



COLORADO

Department of Transportation

Rest Areas Update Hope Wright September 3, 2026



Rest Areas: Brief History

1

Mid-2000s: Rest Area Closures

CDOT closed 7 Rest Areas due to lack of funding

2

2016: TC Requests a Rest Area Study

Study supported developing a sustainable rest area program

3

2018: TC Classifies Rest Areas as an Asset

Dedicated funding stream to implement study findings

4

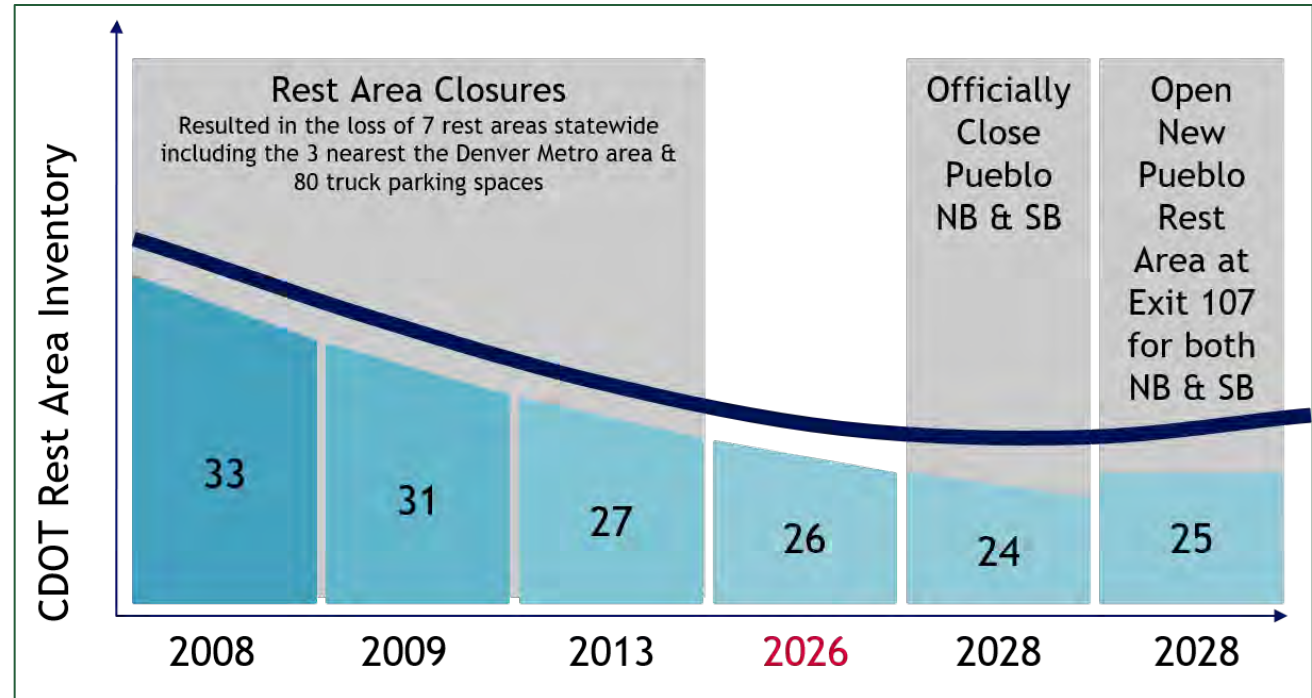
2023: CDOT 12th Asset

First year to receive funding due to Asset Management budget cycles

5

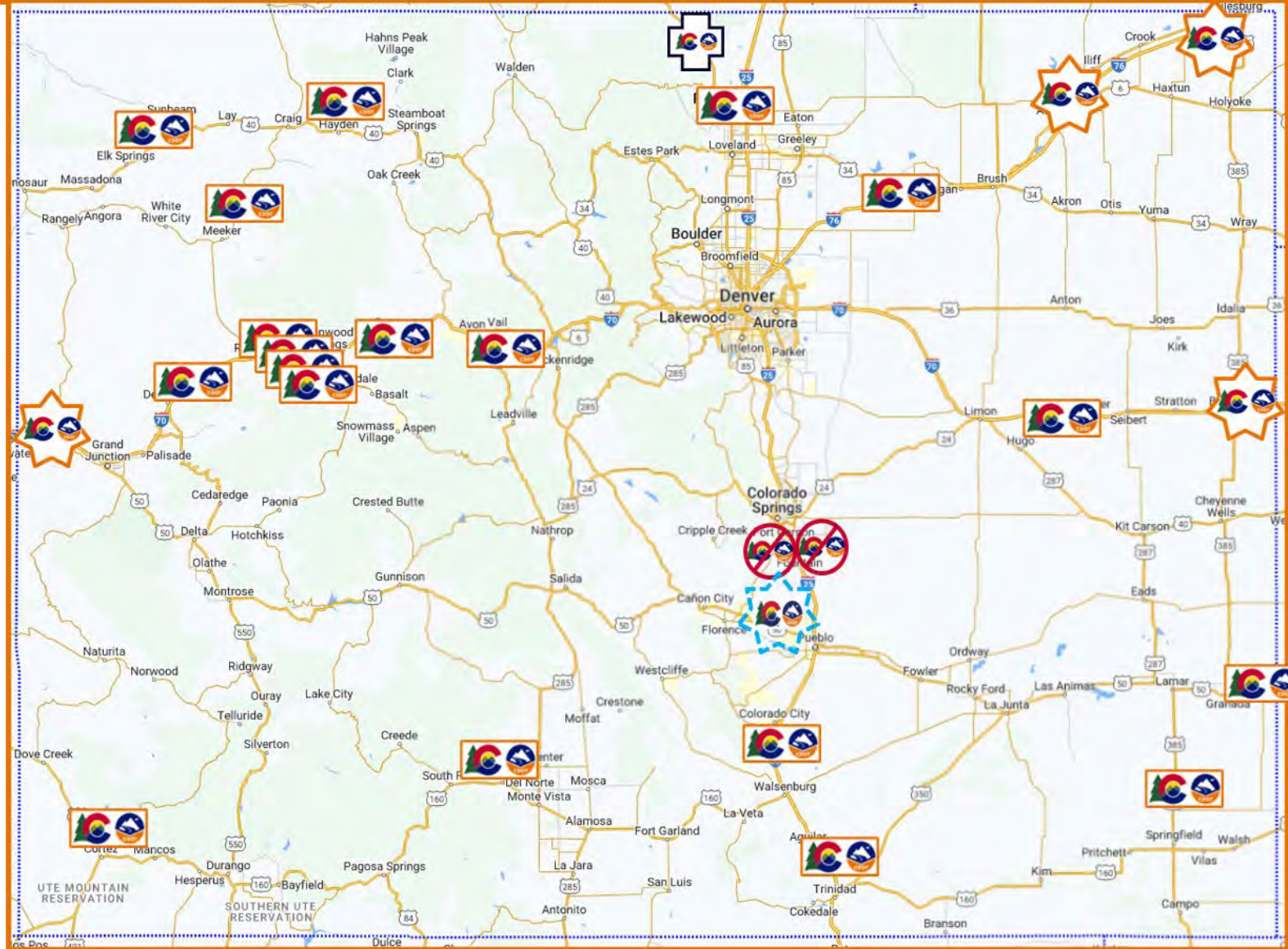
Current: Annual Budget

\$4M across 26 Rest Areas, distributed as follows:
15% Controlled & Deferred (C&D) Maintenance
85% Capital Plan





Rest Areas: Current Inventory



Open



Open - Welcome Center *



Future Rest Area - In Design



Closed - Replacement in Process



Closed - Under construction

*Julesburg, Burlington, and Fruita are operated by the Colorado Tourism Office (CTO)

*Sterling is operated by Logan County





Rest Areas: EV Charging Constraints

New Law Allows EV Charging at Some Rest Areas

Allowed at Rest Areas Located on State Highways



House Bill 23-1233 amended CRS 43-3-101(3) & (4) to permit EV charging infrastructure on state highway rest area locations.

CDOT has 8 Rest Areas located on State Highways



1. Hayden
2. Elk Springs (W of Craig)
3. Meeker
4. Holly
5. Shaw Creek (E of South Fork)
6. Virginia Dale (287 CO/WY border)
7. Gobblers Knob (S of Lamar)
8. Sleeping Ute (E of Cortez)

Not allowed at Rest Areas Located on Interstates



Federal Code, Title 23 USC § 111, still prohibits EV charging infrastructure on Interstate rest area locations.

Critical Financial Constraint



Federal Regulations, 23 CFR §§ 710.401- 710.405, require CDOT to charge fair market value to any business installing EV chargers within rest areas, regardless of the highway type.



Rest Areas: HQ and Region Coordination



Capital Planning



HQ Property Management

- **Creates Capital Plan:** based on model inputs
- **Selects Capital Projects:** based available budget and highest need
- **Welcome Centers:** projects on the capital plan are carefully coordinated with the managing entity.



Collaborative Planning

HQ and regions work together to ensure rest areas are safe, functional, and welcoming for travelers.



Maintenance



Region Structural Trades Staff*

- Daily physical integrity, safety, and functionality of CDOT rest areas
- Submits annual C&D budget plan to Property Management
- Execute approved C&D budget plan



HQ Property Management

- Approve C&D budget plan
- Disperse funds and monitor C&D spending

*Maintenance staff salaries paid through MLOS.



Rest Areas Accomplishments: Developed Prototype

Maximize Capacity

- Two restrooms for men*
- Two restrooms for women*
- Two family restrooms

One restroom is always available if the other is closed for cleaning or maintenance

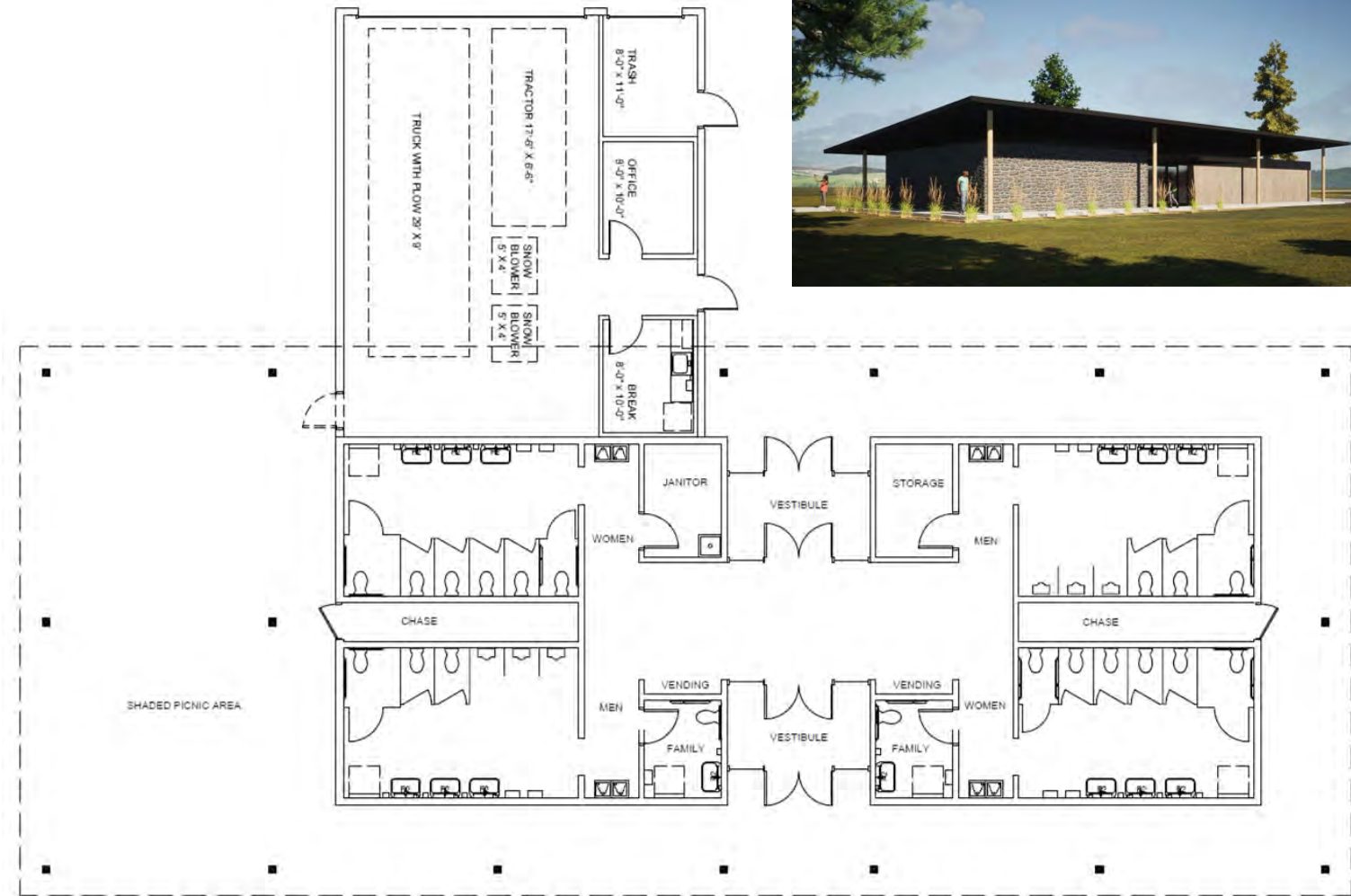
Interior Amenities

- Energy-efficient airlocks at both vestibules
- Large central corridor for better flow
- Storage and vending machine space
- Rooftop solar panels

Onsite Maintenance Operations

- For increased operational readiness
- To help maintain a welcoming public image

*Prototype scalable based on AADT





Rest Areas: FY26 Highlights

Vail Pass Rest Area:

CDOT's Busiest Rest Area



Transit & Parking Improvement

- Increased truck parking from 8 spaces to 20
- Increased total parking from 76 to 248
- One way traffic for improved circulation
- Pedestrian separation to isolate foot traffic from vehicles
- Bike Trail Integration



Other Improvements

- Increased restroom capacity
- Interpretive elements
- Observation decks



To Mitigate Closures

- Integrated maintenance facilities for improved site management
- New freshwater treatment & storage
- New wastewater treatment facility





Rest Areas: FY26 Highlights, cont.



Fruita Welcome Center

Ribbon Cutting: May 2026



Branding Implementation & Remodel

- Financed by the Colorado Tourism Investment Office
- Designed and Constructed by CDOT



Improvements

- **Full Interior redesign:** aesthetic overhaul with modern finishes
 - **Modern restrooms:** full remodel with water-efficient plumbing
 - **ADA compliance:** Rebuilt key visitor areas for total physical accessibility
 - **Digital kiosks:** Replaced 80% of paper brochures with sleek interactive tech
- **Exterior Refresh:** focused on visitor comfort, safety, and visual appeal
 - **Upgraded patio:** Created a nicer outdoor seating space for travelers
 - **Improved signage:** Placed to improve highway visibility
 - **Soft Play Area:** New children's playground structure



Exterior Aerial View



Modern Interior



Digital Kiosks



Enhanced Exterior



Rest Areas: FY26 Highlights, cont..



Shaw Creek Rest Area US 160 E of South Fork



Improvements

- **New:** 2,960-square-foot rest area
- **Amenities:** Accessible restrooms, interpretive elements, and an enclosed garage for CDOT maintenance equipment
- **Site Upgrades:** picnic shelters and upgraded energy-efficient lighting
- **Infrastructure:** new water well, septic system, and upgraded 3-phase electrical power



NEW RESTROOM BUILDING



INTERPRETIVE ELEMENTS



IMPROVED PARKING AREA



Rest Areas: FY26 Highlights, cont...

Other Recently Completed Rest Area Projects:



Edwards

Exterior lighting &
metered water at RV
dump



Colorado City

Exterior flatwork
repairs & new HVAC



Holly

Full interior remodel



Arriba

(the state's second busiest rest
area)

Full interior remodel &
Structural Repairs





Rest Areas: Ongoing Efforts

Statewide Interpretive Signage Replacement Project



Three Phase Plan: replace, update, and standardize outdated and unreadable signage installed by History Colorado in the 1990's. Lead by CDOT's Historian with funding provided by Property Management

1

Inventory: completed FY25

- Document signage content, location, and condition

2

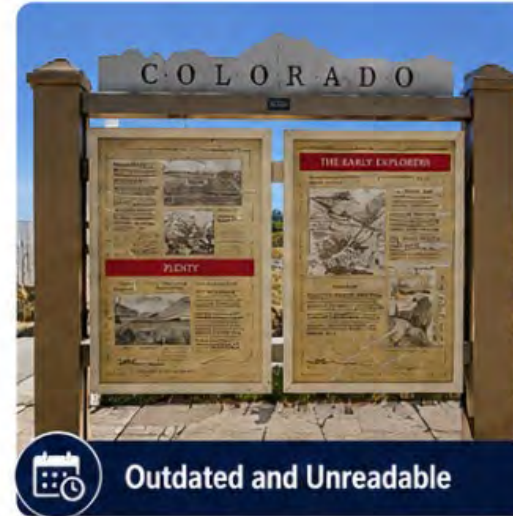
Develop Design Standards: completed FY26

- Three unifying themes that frame the state's transportation story:
 - i. Connecting Colorado
 - ii. Creating Communities
 - iii. Complex Landscape

3

Implementation: FY27 and FY28

- Develop content, fabricate, and install new signs using existing supporting structures, when possible.



Outdated and Unreadable



Inconsistent and Dated



Hard to Read and Weathered



Unified. Consistent. Engaging.



Rest Areas - Future Plans

Exit 108 Pueblo Rest Area and Interchange

Closure of the Pueblo Rest Areas I-25 NB Milepost 111 and SB Milepost 115



Prior to 2020 (The Decline)



System Failures

Facilities reached the end of their useful life.



No Utility Access

Lacked access to potable water and wastewater facilities were failing.



2020 Closure (The Turning Point)



Pandemic Shutdown

Both rest areas at mileposts 111 and 115 were closed at the start of the COVID-19 pandemic.



No Potable Water

Lack of water for handwashing forced immediate closure.



Post-2020 (The Current Reality)



Vandalism & Looting

Both sites suffered severe property damage. Fixing damage and accessing utilities would exceed \$18M.



A Smarter Direction

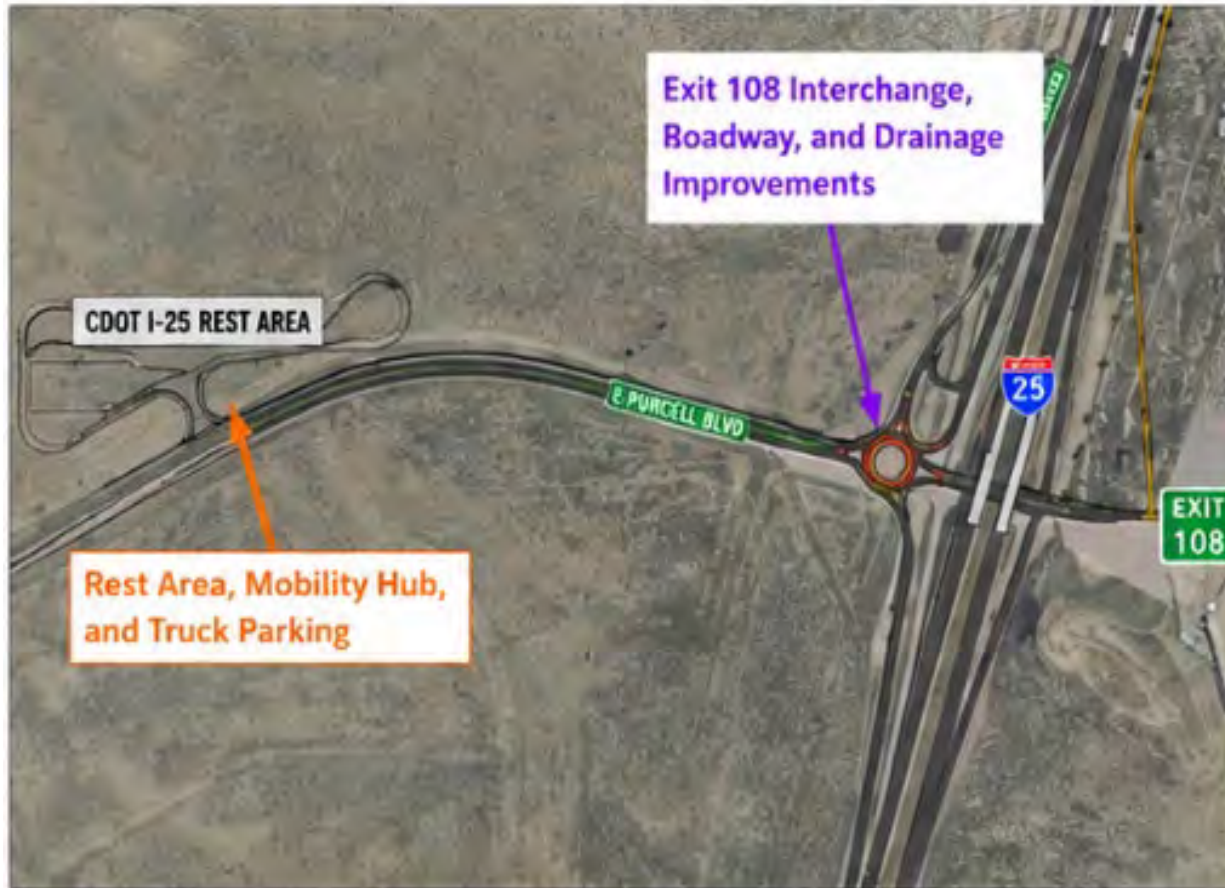
Consolidate operations to a location with access to public water and sewer.



Rest Areas – Future Plans

Exit 108 Pueblo Rest Area and Interchange, cont

New Rest Area and Interchange to Solve Multiple Deficiencies



Exit 108 Interchange Improvements

Improve connections between Purcell Boulevard, I-25, and the new rest area.

Redundancy

Alternative route if I-25 is closed.

New Rest Area

New interchange allows for a single rest area to serve both directions of I-25 for cost savings.

Strategic Location

Provides access to municipal water and sewer.

Multi-Modal Integration

Rest area has capacity to add a transit hub, park & ride spaces, and increase freight parking.



Rest Areas - Future Plans

Exit 108 Pueblo Rest Area and Interchange, cont.

Three projects will be designed and constructed together.

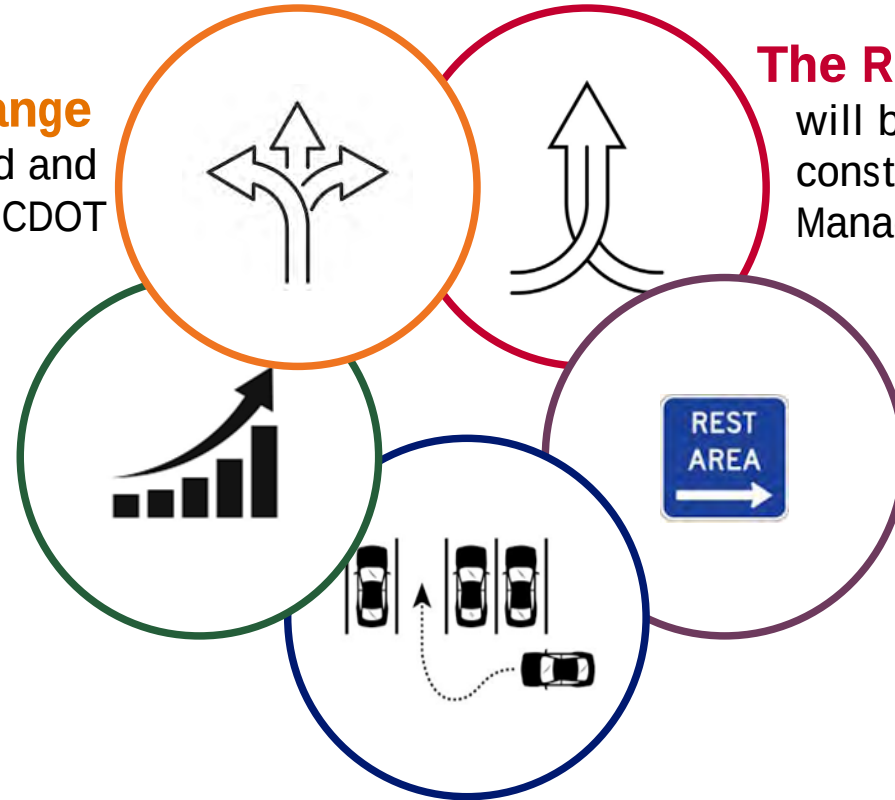
Interchange and Rest Area with Mobility Hub

The Interchange

will be designed and constructed by CDOT Region 2.

Interchange construction

is scheduled to begin in the spring of 2027.



The Rest Area & Mobility Hub

will be designed and constructed by CDOT Property Management.

Rest Area construction

is scheduled to begin by late summer/early fall 2027.

Late Fall/Early Winter 2028

Estimated completion of both projects.



Rest Areas - Future Plans

Exit 108 Pueblo Rest Area and Interchange, cont..

I-25 Exit 108 Rest Area: Planned Exterior Improvements



FREIGHT BENEFITS

- ✓ 50 Parking Spaces for compliance with Jason's Law
- ✓ Separated Traffic by type (truck, car, bus)
- ✓ Sidewalks and crosswalks to safely access the building



OTHER AMENITIES

- 💡 Site Lighting
- 🏠 9 picnic shelters & 1 large group picnic area (P)
- 🐾 14,800 SF fenced pet relief area (blue)
- 🚌 Mobility hub with dedicated bus stop and shelters
- 🌿 Xeriscaping (green)



Rest Areas - Future Plans

Arriba Rest Area

Arriba Rest Area: CDOT's Second Busiest Rest Area (I-70 E of Limon)



2025 FULL INTERIOR REMODEL

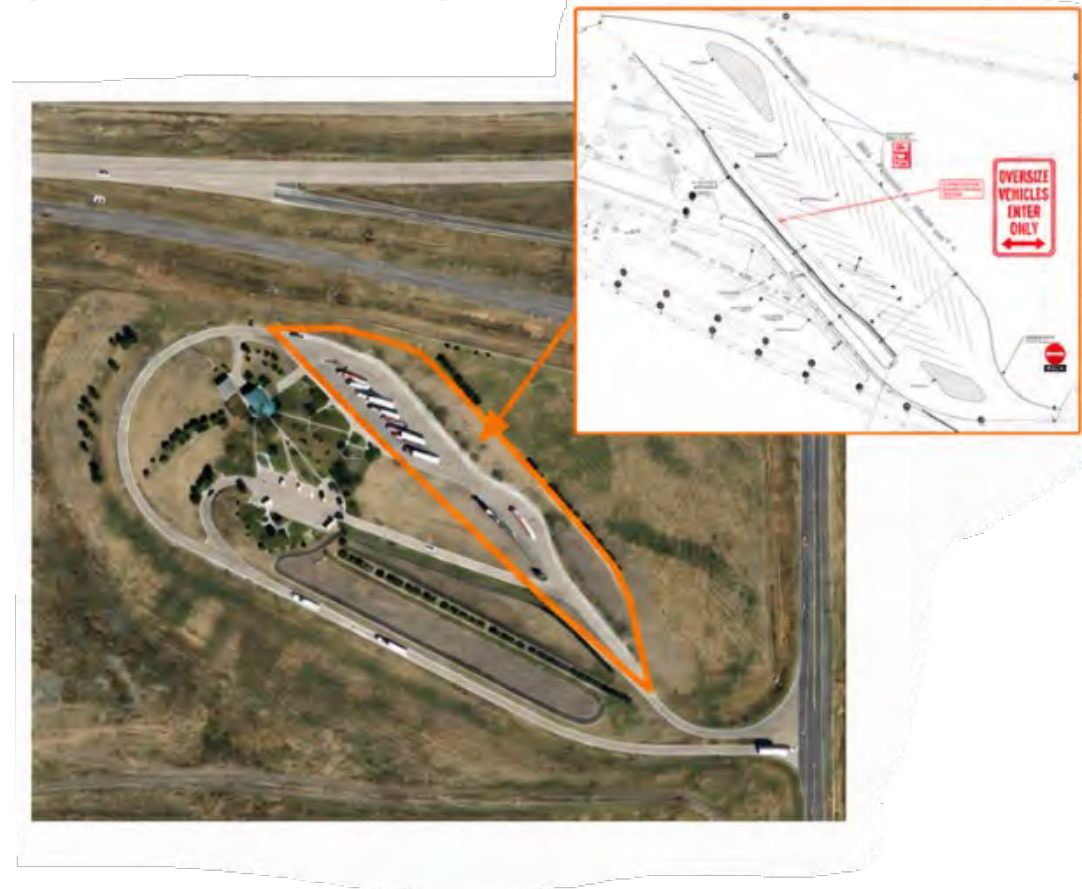


Ensures the facility
can handle higher
volumes without
failing.



\$1M from Freight Operations Fund to expand truck parking

- Current truck parking = 9
- **Future** truck parking = 42
 - One 300' long parking space for permitted wind turbine transports
- **In design:** construction planned for summer of 2027
- **Bonus:** Replacing irrigated areas with truck parking reduces water consumption, satisfying the Governor's Greening Government Executive Order





Rest Areas - Future Plans

Glenwood Canyon Rest Areas

Glenwood Canyon Rest Areas



FY26: Context Sensitive Solution (CSS) Complete

Simultaneously completed CSS for No Name, Bair Ranch, and Grizzly Creek



- CSS Process resulted in the desire to remodel the rest areas versus reconstruction.
- Failing wastewater treatment plants will be replaced in conjunction with each rest area remodel.



Timeline for remodels and new wastewater treatment plants:

- FY27: No Name Design
- FY28: No Name Construction
- FY29: Grizzly Creek Design
- FY30: Grizzly Creek Construction
- FY31: Bair Ranch Design
- FY32: Bair Ranch Construction



Expanded timeline balances limited budgets while keeping two out of the three rest stops open to drivers at all times.



Rest Areas: Top Risks

Increased Highway Accidents

Rest areas are critical for mitigating driver fatigue, which is a leading cause of fatal crashes.



Freight Disruptions

Without rest areas, truck drivers must make a choice between violating federal hours of service regulations or parking in unauthorized, unsafe locations.



Negative Public Opinion of CDOT and Colorado

Rest areas are often the first or only thing people see when they travel through the state and can form their perception of Colorado.





Rest Areas - Conclusion

Prioritizing our rest area network ensures we protect these physical investments before they turn into deferred maintenance liabilities.

A proactive approach keeps our facilities reliable, accessible, and cost-effective for the state while providing welcoming spaces for the traveling public.

Thank you for your time, your leadership, and your commitment to keeping Colorado's travelers safe and moving.

