

Colorado Transportation Commission

Schedule & Agenda

August 19-20, 2026

Transportation Commission Workshops

Wednesday, August 19, 2026

Time	Topic	Speaker
12:00 p.m.	Optional TC Lunch	
1:00 p.m.	Budget Workshop 2nd Budget Supplement of FY2026-27	Jeff Sudmeier, Bethany Nicholas
1:30 p.m.	Bridge and Tunnel Enterprise (BTE) Budget Workshop - BTE Bridge Preventative Maintenance Program - Happy Canyon Bridge Intergovernmental Agreement (IGA) - Other Budget Requests	Patrick Holinda, Natasha Butler
2:00 p.m.	Joint TC and BTE Workshop SB26-141 Wildlife Collision Prevention Overview and Intra-Agency Loan Agreement Workshop	Patrick Holinda, Jeff Sudmeier, Tony Cady
2:30 p.m.	Rest Areas Update	Hope Wright
3:30 p.m.	Region 4 Update	Heather Paddock
4:00 p.m.	Wildfire Mitigation Project Update	Jim Fox
4:30 p.m.	Adjournment	

Transportation Commission Meeting

Thursday, August 20, 2026

Time	Topic	Speaker
8:00 a.m.	TC Breakfast	None
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Public Comments	Herman Stockinger
9:20 a.m.	Comments of the Chair and Commissioners	Commissioners
9:35 a.m.	Executive Director's Report	Shoshana Lew
9:40 a.m.	Chief Engineer's Report	Keith Stefanik
9:45 a.m.	CTIO Director's Report	Piper Darlington
9:50 a.m.	FHWA Report	John Cater
9:55 a.m.	STAC Report	Gary Beedy
10:00 a.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of July 16, 2026 Proposed Resolution #2: IGA Approval >\$750,000	Herman Stockinger Lauren Cabot

	Proposed Resolution #3: Disposal Parcel 1-EX, 7701 W 120th Ave, Broomfield	Hope Wright, Keith Stefanik
	Proposed Resolution #4: Confirmation of Chair's Appointments to TC Committees	Herman Stockinger
10:05 a.m.	Discuss and Act on Proposed Resolution #5: 2nd Budget Supplement of FY 2026-27	Jeff Sudmeier, Bethany Nicholas
10:10 a.m.	Recognitions and Other Matters Aspen Acres Fire- Region 2 Maintenance	Shane Ferguson
10:20 a.m.	Adjournment	None

Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, August 20, 2026

Time	Topic	Speaker
10:20 a.m.	Call to Order, Roll Call	Herman Stockinger
10:25 a.m.	Public Comments	Various
10:30 a.m.	Act on Consent Agenda: Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of June 18, 2026	Herman Stockinger
10:35 a.m.	Discuss and Act on Proposed Resolution #BTE2: 1 st Budget Supplement of FY 2026-27	Patrick Holinda
10:40 a.m.	Other Matters	
10:45 a.m.	Adjournment	None

Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- FY 2025-26 SIB Year End Report (Jeff Sudmeier)
- August 2026 TC Grants Memo (Anna Dunn & Leslie Welch)



COLORADO

Department of Transportation

Region 1

Office of the Transportation Director
2829 W. Howard Place
Denver, CO 80204-2305

MEMORANDUM

TO: Transportation Commission

FROM: Jessica Myklebust, Region 1 Transportation Director

CC: Shoshana Lew, Executive Director
Herman Stockinger, Deputy Executive Director
Jeffrey Sudmeier, Chief Financial Officer

DATE: July 31, 2026

Purpose

CDOT Region 1 is requesting \$4,595,941 from the Transportation Commission Program Reserve for the work associated with the SB US 85 to EB C 470 Flyover Bridge (Structure F-16-YE) Emergency Repair.

Action Requested

Approval of the requested Transportation Commission Program Reserve funding.

Background

In early January 2026, the Bridge Office identified a bump at a bridge expansion joint and pier cap while crossing the Southbound US 85 flyover bridge at C-470. A drone investigation on January 7, 2026, confirmed significant cracking and critical failures in the pier cap. A subsequent on-site inspection on January 13, 2026, included the installation of a monitoring system to track crack progression. Due to the rapid progression of these cracks, which indicated a risk of critical structural failure, Chief Engineer Stefanik issued an official Emergency Declaration for the structure on January 22, 2026.

Upon the Emergency Declaration order, Atkins Realis, the engineering design consultant, began developing and designing a repair for the structure. At the same time, 4 contractors were invited to bid on the project. A pre bid meeting was held with the contractors on January 23, 2026, and bids were received on January 27, 2026. Notice to Proceed was issued January 30, 2026, and work started in the field on February 2, 2026.

This project was split into two phases. Phase 1 installed temporary support towers of the bridge while the permanent repair and final plans were being developed by Atkins Realis. Phase 2 would complete the permanent repair. Phase 1 started on February 2, 2026, and the bridge was fully supported by the temporary shoring towers on February 18, 2026, completing Phase 1. This work was completed with only a single night closure.





COLORADO

Department of Transportation

Region 1

Design of the permanent structure repair and final structure construction plan was completed by Atkins Realis on April 20, 2026. Phase 2 was initiated by the contractor on May 4, 2026. Phase 2 included removing the damaged bridge pier cap, pouring a new concrete cap and re-seating the girders. The structure was fully reopened to all traffic following a continuous seven-day closure on June 19, 2026. The remainder of the work was substantially completed and accepted on July 22, 2026.

Next Steps

Final seeding will be completed after September 15, 2026 and the project will be closed.





COLORADO

Department of Transportation

US85 and C470 Emergency Bridge Repair Transportation Commission

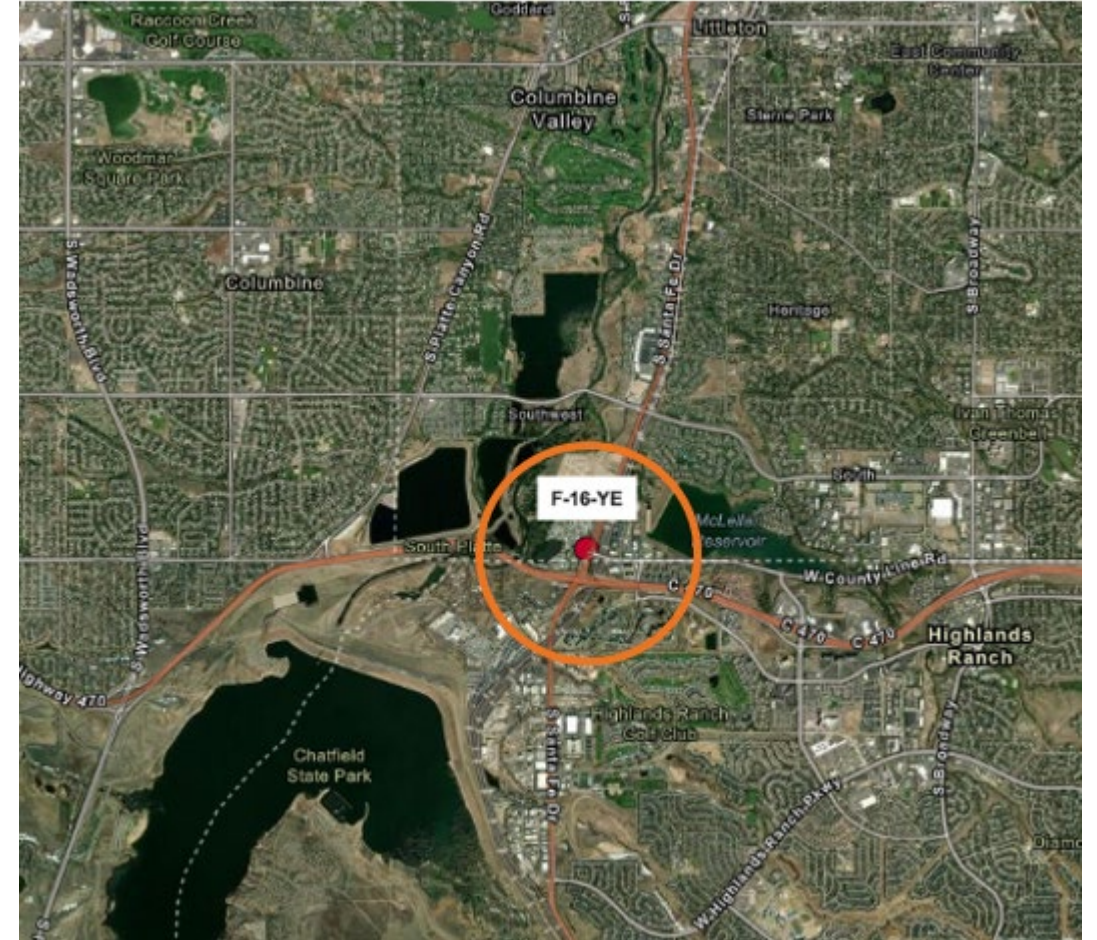
August 19, 2026

Overview and Request

- Confirmed failing bridge pier
January 7, 2026
- Region 1 (R1) initiated emergency repairs, which were completed
June 19, 2026
- The cost was \$4,595,941
- Requests Transportation Commission Emergency Fund reimburse R1 Regional Priority Program for the cost of repairs



Project Location: Bridge F-16-YE, Pier 7



Staff Bridge Drone Inspection

Pier 7: South Face of Pier Cap

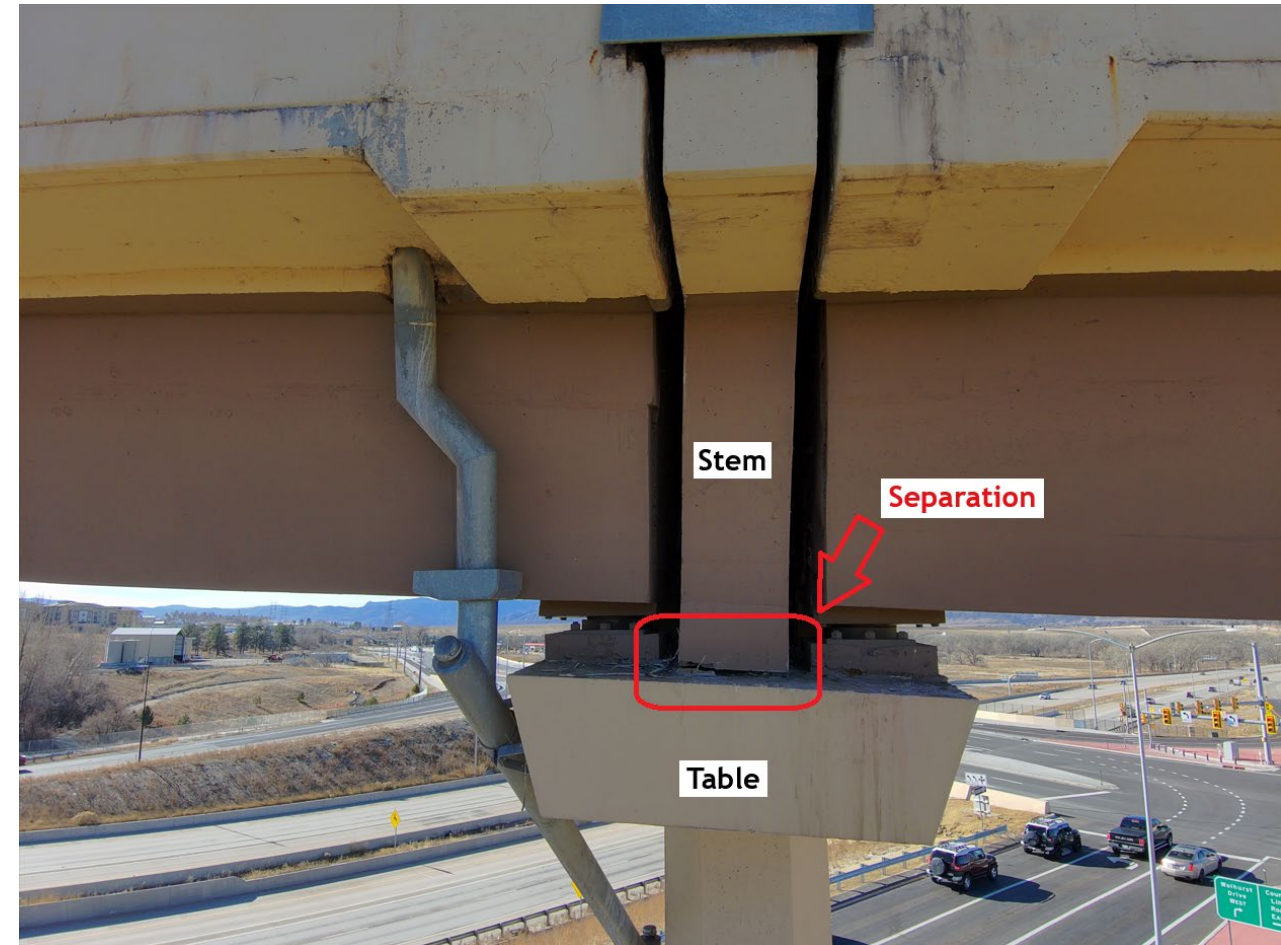


Pier 7: North Face of Pier Cap



Staff Bridge Drone Inspection Continued

- January 7, 2026: Pier Cap 7 Inspection
- Major Findings:
 - Confirmed vertical cracking primarily on East half of pier cap
 - Separation of pier cap (table) from pier stem
 - Settlement of bridge deck above girder ends at expansion joints
 - Stem has not settled and there is a noticeable bump



CDOT Special Inspection: January 13, 2026 - Bridge Stem Separation

Approximately 3 inches of separation



Measured approximately 4 feet of
separation into the stem



Emergency Repair Schedule

- January 22, 2026: Region 1 Solicited Bids
- January 30, 2026: Bid Opening
- February 2, 2026: Contractor Ames Construction began work on Phase 1 of project (temporary shoring towers)
- February 28, 2026: Girders were supported by shoring towers



Emergency Repair Schedule Continued

- April 21, 2026: Phase 2 (Permanent Repairs) Design and Release for Construction (RFC) Plans completed
- Phase 2 construction Schedule:
 - May 9, 2026: Damaged Bridge Pier Cap removed
 - June 1, 2026: Pier Cap Concrete Pour back (photo shown)
 - June 11, 2026: Girders back down on Cap
- June 19, 2026: Bridge completely open to all traffic



Emergency Repair Request for Commission

- All work substantially complete by July 22, 2026
- Contractor: Ames Construction
- Funding Request: \$4,595,941
 - Includes allocated design and construction funds





COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Natasha Butler, State Bridge Engineer

Date: August 19, 2026

Subject: Bridge and Tunnel Enterprise Budget Workshop

Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve budget supplement requests to fund: the construction phase of three projects located in Regions 2, 3, and 5 through the BTE Bridge Preventative Maintenance program and the construction phase of the US 50 Blue Mesa Bridges (K-07-A & K-07-B) Rehabilitation project in Region 3. Additionally, the Board is being informed of an upcoming budget supplement request for the construction phase of the Interstate 25 (I-25)/Happy Canyon Road Interchange Improvement Project in Region 1, which will replace the existing Happy Canyon Rd. over I-25 bridge (G-17-AG).

Action

Staff requests Board approval of Proposed Resolution #BTE2, the first supplement to the Fiscal Year 2026-27 BTE budget.

Background

1) Regions 2, 3, and 5: BTE Bridge Preventative Maintenance Program Projects

In November 2025, Staff presented the BTE Board with information regarding the ongoing development of a new BTE Bridge Preventative Maintenance and Repair Program and the planned investment of \$125 million in this program from FYs 2027-2033, including \$50 million in the fiscally constrained period (FYs 2027-2030, collectively). Since this workshop, BTE has collaborated with CDOT maintenance and engineering staff to develop a list of prioritized bridges that are eligible for funding through the program. This list includes bridges that are currently in fair condition and forecast to fall to poor condition over the next 20 years and bridges that are in poor condition that can be improved to fair condition for a minimum of 10 years with a relatively minimal level of investment (when compared to full bridge replacement). As discussed in the November 2025 workshop, a long-term funding shortfall exists for the bridge asset class; however, current forecasts indicate that

implementation of this strategic plan in conjunction with continuation of CDOT's existing bridge asset management plan and BTE's bridge replacement and rehabilitation program at forecast funding levels may stabilize the population of poor-rated bridges over a 20-year horizon.

As a first step toward delivering this program, Staff cross-referenced the list of bridges that are eligible for the program and their locations with the active strategic and asset management projects across the state to identify opportunities for BTE scope to be delivered efficiently through ongoing projects. The three projects that were able to integrate BTE scope were identified and are summarized in the table below. All three of the projects are requesting funding at this time due to planned advertisement dates in fall 2026. Staff will follow up with the BTE Board to present a comprehensive BTE bridge preventative maintenance and repair project list for FYs 2027-2030 and request approval of the funding needed to deliver the identified projects.

Region	Project Number	Eligible Structures Addressed	Major Scope Items	Structure Deck Area (Square Feet)	Amount Requested
2	27241	K-17-H	Bridge deck repairs, overhang construction (including new concrete curb and bridge rail), cleaning and spot painting of steel girders and bearings, waterproofing membrane and overlay installation	21,658	\$2,268,529
3	27269	H-02-FI & H-03-AY	Bridge deck repairs, waterproofing membrane and overlay installation, expansion joint replacement, sawing and sealing joints	2,617 & 76,647	\$1,621,928
5	26922	O-12-AD	Bridge deck repairs, removing and replacing existing timber headers, concrete repair, applying concrete sealer on both curbs, waterproofing membrane and overlay installation	2,597	\$126,806
Total				103,519	\$4,017,263

**BTE Bridge Preventative Maintenance Program
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Construction	FASTER Bridge Funds	\$0	\$4,017,263	\$4,017,263	\$4,017,263
Total of Project Phases	All Funding Sources	\$0	\$4,017,263	\$4,017,263	\$4,017,263

**BTE Bridge Preventative Maintenance Program
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2027 Forecast Expenditures	FY2028 Forecast Expenditures	Total Request Expenditures
Construction	FASTER Bridge Funds	\$0	\$2,101,778	\$1,915,485	\$4,017,263
Total of Project Phases	All Funding Sources	\$0	\$2,101,778	\$1,915,485	\$4,017,263

2) Region 3: US50 Blue Mesa Bridges (K-07-A, K-07-B) Rehabilitation Project

A \$18,696,237 funding request is being presented to the BTE Board at this time to advance the US50 Blue Mesa Bridges Rehabilitation Project to the construction phase. The project will rehabilitate two BTE-owned structures on US50 crossing the Blue Mesa Reservoir in CDOT Region 3. The scope included in this project was initially identified through the US50 Blue Mesa Bridges Emergency Response (ER) project, but was ultimately removed from the ER project, as the repairs were not safety critical and were not required to reopen the K-07-B bridge to unrestricted traffic. After the completion of the ER project, the scope was reviewed and refined to meet BTE's goal of extending the service life of the bridges a minimum of 30 years. Both bridges are currently in fair condition and eligible for BTE bridge rehabilitation funds.

Primary elements of the project scope include removal of the existing asphalt overlay and waterproofing membrane and installation of a new ¾" thick polyester concrete overlay on the approach spans of both bridges, bridge deck repairs (as necessary), zone cleaning and painting of structural steel of both bridges, removal and replacement of expansion joints at

the approach spans of both bridges, resetting over-rotated expansion bearings at pier 8 of K-07-B, strengthening of piers 5 and 8 of K-07-B, repair of pier concrete at various locations of K-07-A and K-07-B, structural steel repairs, extension of deck drains, and other miscellaneous structural steel repairs.

Bridge K-07-B is a BTE-owned Region 3 structure located in Gunnison County. The structure, which was constructed in 1963, carries US 50 ML over the Gunnison/Blue Mesa Reservoir and is located near the middle of the reservoir at mile post 136.16 between the city of Gunnison and Montrose. The structure is a 10-span continuous composite welded steel girder bridge with a 7-inch thick concrete deck with a 3-inch thick asphalt wearing surface on the approach spans and ¾"-thick polyester concrete overlay on the main spans. The bridge has a total length (back face of abutment to back face of abutment) of 1503-feet with a maximum span of 360-feet and an out-to-out width of the bridge is 34-feet. These dimensions equate to a total bridge deck area of 51,102-sq. ft. The structure inspection report dated 09/19/2024 recorded the ADT for the structure as 3,100 vehicles with truck traffic representing 13% of the traffic volume.

Bridge K-07-A is a BTE-owned Region 3 structure located in Gunnison County. The structure, which was constructed in 1963, carries US 50 ML over Lake Fork Gunnison River and is located at the west end of the Blue Mesa Reservoir at mile post 132.01 between the city of Gunnison and Montrose. The structure is a 6-span continuous composite welded steel girder bridge with a 7-inch thick concrete deck with a 3-inch thick asphalt wearing surface and ¾"-thick polyester concrete overlay on the main spans. The bridge has a total length (back face of abutment to back face of abutment) of 993-feet with a maximum span of 300-feet and an out-to-out width of 34-feet; These dimensions equate to a total bridge deck area of 33,762-sq. ft. The most recent structure inspection report dated 09/19/2024 recorded the ADT for the structure as 3,300 vehicles with truck traffic representing 12% of the traffic volume.

**US50 Blue Mesa Risk and Resiliency Repairs Project in Gunnison County
(K-07-A & K-07-B) (SAP Project # 27391)
Budget Request by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Current Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Design	FASTER Bridge Funds	\$50,000	\$0	\$0	\$50,000
Construction	FASTER Bridge Funds	\$0	\$18,646,237	\$18,646,237	\$18,646,237
Total of Project Phases	All Funding Sources	\$50,000	\$18,646,237	\$18,646,237	\$18,696,237

**US50 Blue Mesa Risk and Resiliency Repairs Project in Gunnison County
(K-07-A & K-07-B) (SAP Project # 27391)
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year**

Phase of Work	Funding Program	Expenditures To-Date	FY2027 Forecast Expenditures	FY2028 Forecast Expenditures	Total Request Expenditures
Construction	FASTER Bridge Funds	\$0	\$7,450,247	\$11,195,990	\$18,646,237
Total of Project Phases	All Funding Sources	\$0	\$7,450,247	\$11,195,990	\$18,646,237

3) Region 1: Interstate 25 (I-25)/Happy Canyon Road Interchange Improvement Project

In June 2026, the Transportation Commission approved the System Level Study for the Interstate 25 (I-25)/Happy Canyon Road Interchange Improvement Project (the project) in accordance with the CDOT 1601 Policy and Procedural Directives. As discussed in the June 2026 workshop, BTE is planning to contribute \$11,267,834.32 to the project for the replacement of the existing, poor-rated Happy Canyon Rd. over I-25 bridge (Str# G-17-AG). BTE, CDOT, and the City of Castle Pines (the City) are currently finalizing an Intergovernmental Agreement (IGA) to establish the terms and conditions associated with this funding contribution. Staff plan to finalize the IGA and furnish it to the BTE Board at the September 2026 Board meeting. Additionally, Staff will request ratification of the IGA at the September 2026 Board meeting in conjunction with a budget supplement request to authorize the funding needed to fulfill the terms of the agreement. To ensure timely execution of the IGA, which is required for the project to move forward to the construction phase, the key parameters of the IGA, provided below, are being presented to the BTE Board for review in advance of the approval request:

- 1) CDOT will transfer ownership of existing Str.# G-17-AG to the City through a Bill of Sale to facilitate the replacement of the bridge by the City through the project in exchange for an allocation of \$11,267,834.32 in BTE funds that will be used for the sole purposes of designing, constructing, and maintaining the new bridge (Str# G-17-FG).
- 2) The \$11,267,834.32 payment from BTE to the City will not be executed until a) CDOT issues a State Highway Access Permit to the City and b) CDOT and the City fully execute a Bill of Sale to transfer the ownership of existing Str.# G-17-AG from CDOT to the City.

- 3) After receiving the payment and assuming ownership of existing Str# G-17-AG, the City will be responsible for maintaining the existing bridge until it is replaced by the new bridge and for maintaining the new bridge (Str.# G-17-FG) for the remainder of its useful service life. The full scope of maintenance responsibilities will be included in the future Maintenance and Operations IGA associated with the project.

Bridge G-17-AG is a CDOT-owned, Region 1 structure located in Douglas County. The structure, constructed in 1963, carries westbound and eastbound traffic on Happy Canyon Road over Interstate 25 at milepost 186.94. The structure is a 2-span, concrete prestressed girder bridge with a 7-inch thick concrete deck and a 3 to 4-inch thick asphalt overlay. The bridge has a total length (back face of abutment to back face of abutment) of 169-feet, 5-inches with a maximum span of 85-feet and an out-to-out width of 32-feet. These dimensions equate to a total bridge deck area of 5,421-sq. ft. G-17-AG has a condition rating of poor due to its deck rating in the latest inspection (8/15/2025), making the bridge eligible for BTE bridge replacement funding.

The deck underside has widespread areas of map cracking, longitudinal cracking, and scaling with efflorescence affecting 100 percent of Span 1 and approximately 20 percent of Span 2. The deck underside also has isolated areas of rust staining and areas of stalactites beginning to form. These defects indicate that the structure has experienced heavy moisture and chloride intrusion and that the structure is reaching the end of its useful life. The bridge is ranked in the top tier of the BTE Quarter 3 (Q3) FY2026 Bridge Prioritization Plan, and BTE will request construction funding in September to capitalize on the economies of scale offered by packaging the replacement of G-17-AG with the project, which is expected to result in cost savings to BTE, as well as acceleration of the bridge's replacement. Additionally, leaving this bridge in-place while reconstructing the new interchange, including the construction of a new companion bridge to carry westbound Happy Canyon Road over I-25 directly adjacent to the existing bridge, would create significant inefficiencies for the project.

Available Funding

If the Board approves the requested budget supplement outlined above, the remaining FY 2026-27 BTE Capital Construction Program balance, across all funding sources, will be \$137,075,901. The table below provides high-level transaction details for the BTE Capital Construction Program.

**Bridge and Tunnel Enterprise Capital Construction Funding Balance,
Fiscal Year 2026**

Starting FY Budget Balance	\$124,740,155
Year-to-Date Roll Forwards and Project Savings	\$34,999,246
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	\$0
Pending Budget Supplements	-\$22,663,500
Remaining Available Balance	\$137,075,901

Next Steps

1. Approval of Proposed Resolution #BTE2 will provide the funding necessary for BTE to contribute BPM and repair funding to three projects with advertisement planned for fall 2026, and for Region 3 to advertise the US 50 Blue Mesa Bridges Rehabilitation project in fall 2026.
2. Staff plan to return to the Board in September 2026 to request ratification of the Interstate 25 (I-25)/Happy Canyon Road Interchange Improvement Project funding IGA and the approval of a budget supplement request to authorize the funding needed to fulfill the terms of the agreement.
3. Staff will return to the Board with additional budget supplement requests as necessary.



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Budget Workshop August 2026



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise

Agenda

1. BTE Bridge Preventative Maintenance (BPM) and Repair Program Budget Supplement Request
2. Happy Canyon & I-25 Bridge Replacement Intergovernmental Agreement (IGA) and Budget Supplement Request
3. US50 Blue Mesa Bridges Rehabilitation Project Budget Supplement Request





COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise



BTE BPM and Repair Program Budget Supplement Request

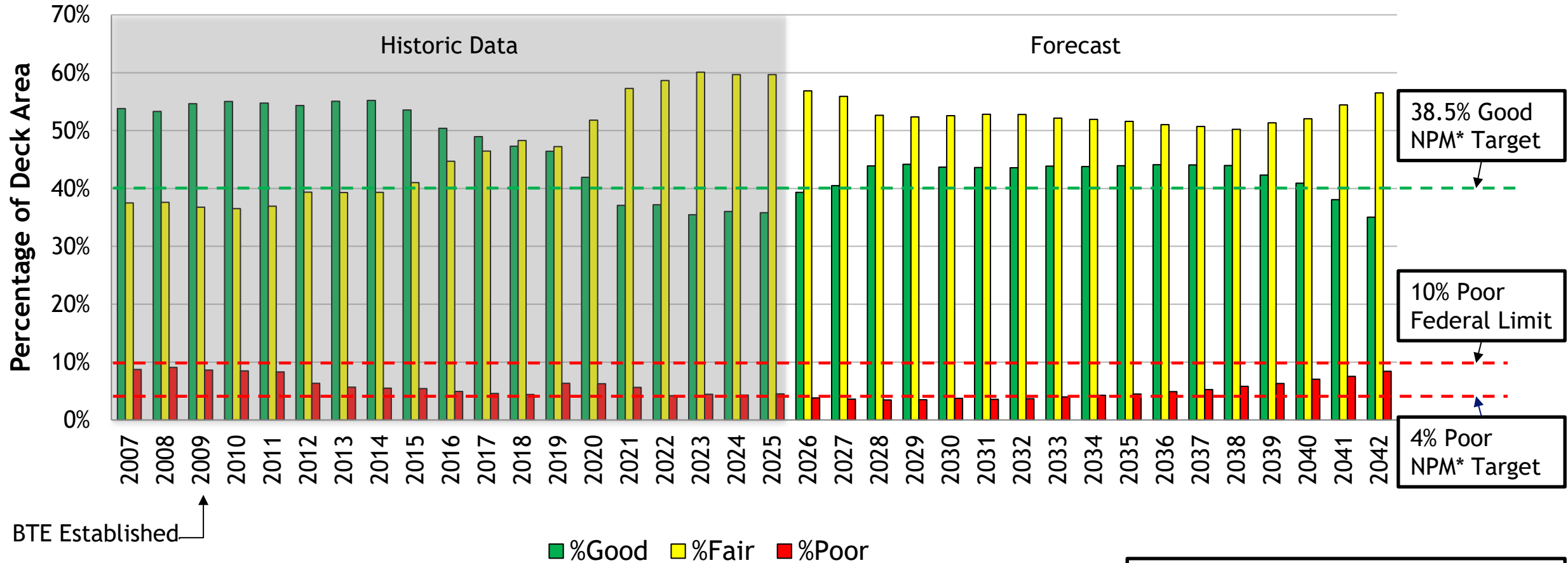
Typical BPM Needs





State-Owned Bridge Condition Forecast

Percent of Bridge Deck Area in Good, Fair, and Poor Condition





BTE BPM Strategy

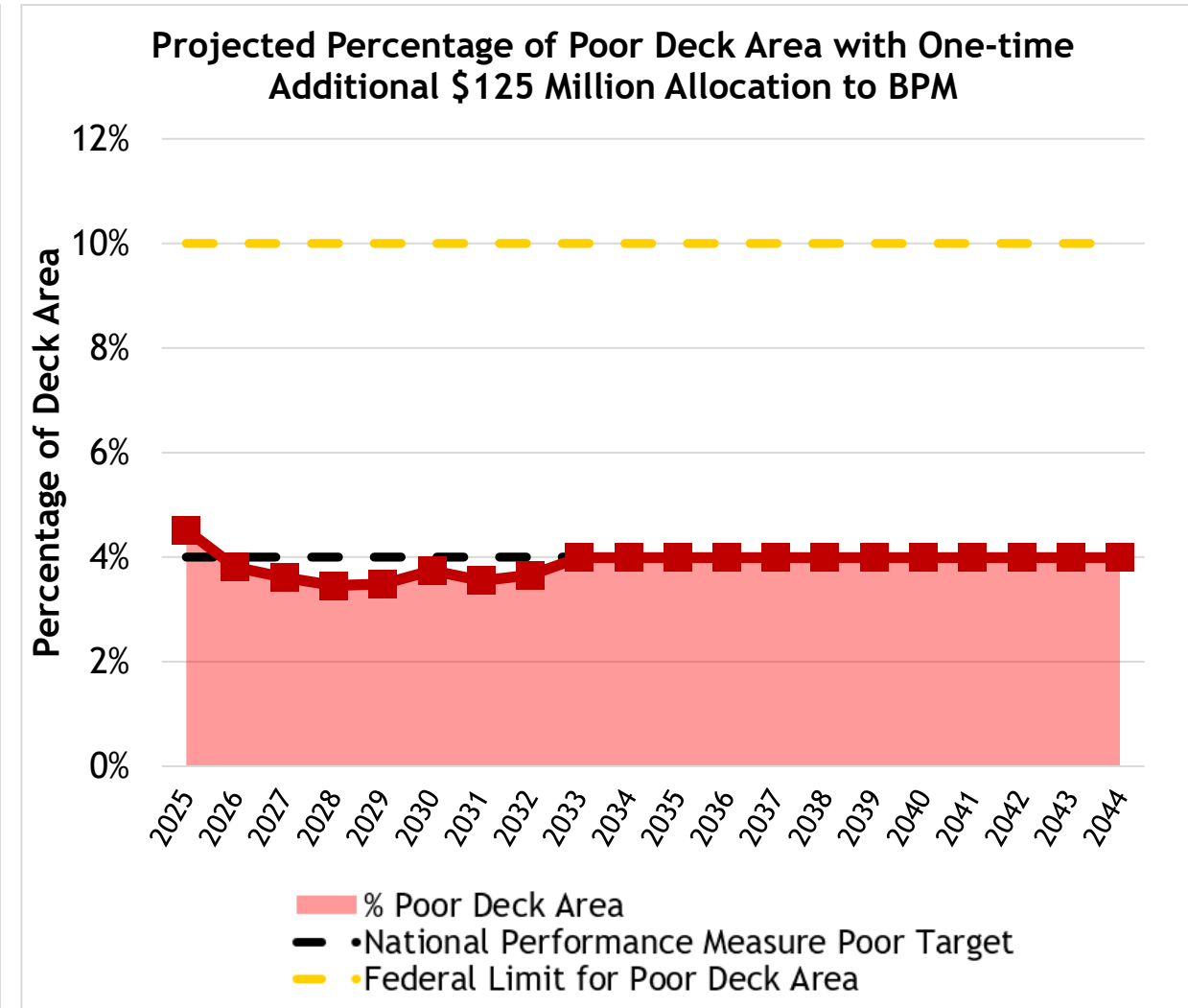
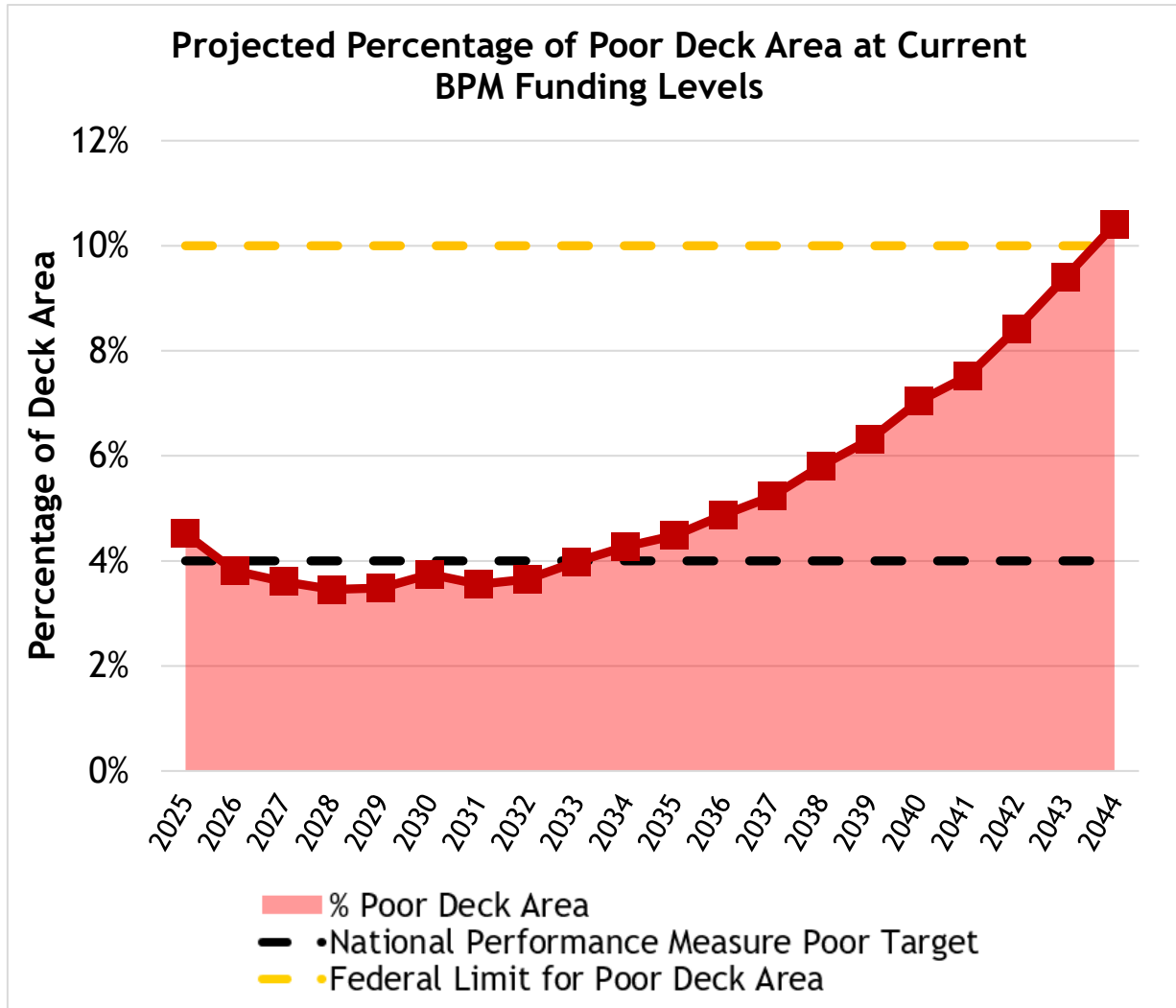
Goal: Determine the minimum BTE BPM investment levels needed in the next 10-year planning period to:

- 1) Stabilize the forecast percentage of statewide bridge deck area in Poor condition over a 20-year horizon, and**
- 2) Meet the 4% established national performance measure target for Poor deck area**

Note: Analysis assumes that existing base levels of funding for the CDOT bridge preventative maintenance Program and BTE's pay-as-you-go program remain in-line with current forecasts



Forecast Results of \$125M One-time BPM Investment





BTE BPM Structure and Treatment Identification

- Structure Identification:
 - Target high priority bridges with decks in Fair condition (6 or 5) that are forecast to fall to Poor condition with the next 20 years based on current deterioration models
 - Target bridges that are unlikely to be prioritized through the existing BPM prioritization or other processes
- Treatment Identification:
 - Expansion joints with more than 10% of length with documented damage/deterioration will be replaced.
 - Bridge deck repair and overlay selected based on existing condition and elements (e.g. a deck with an existing asphalt overlay would receive deck repair and a new asphalt overlay, not a polyester overlay)
 - Other miscellaneous treatments that extend the service life of the bridge or enhance safety and are cost effective to perform while the contractor is mobilized

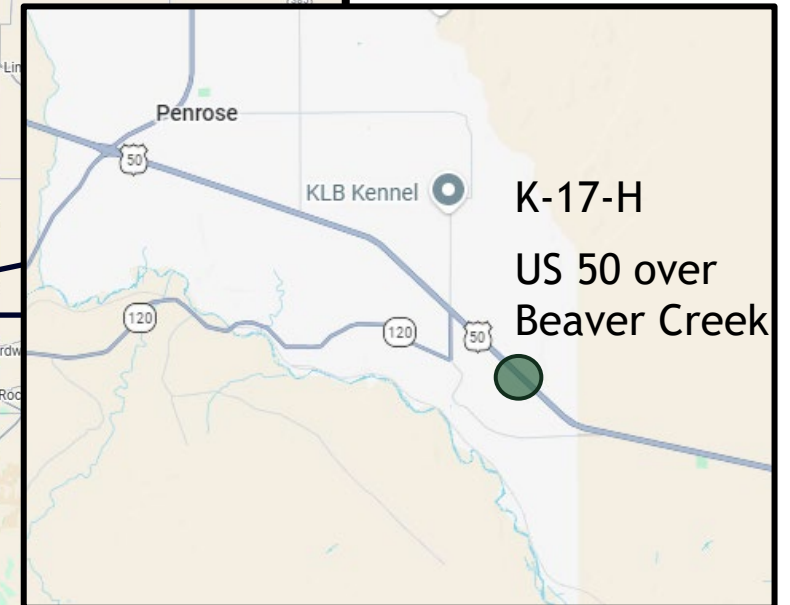
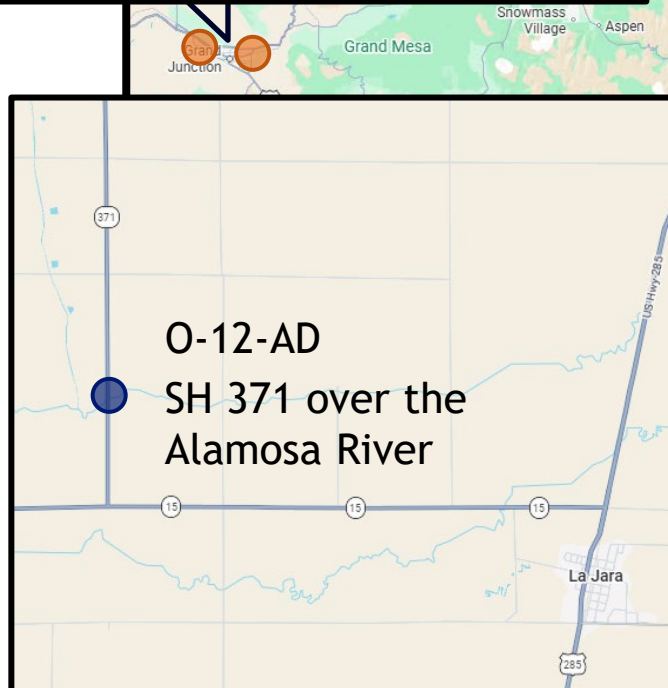
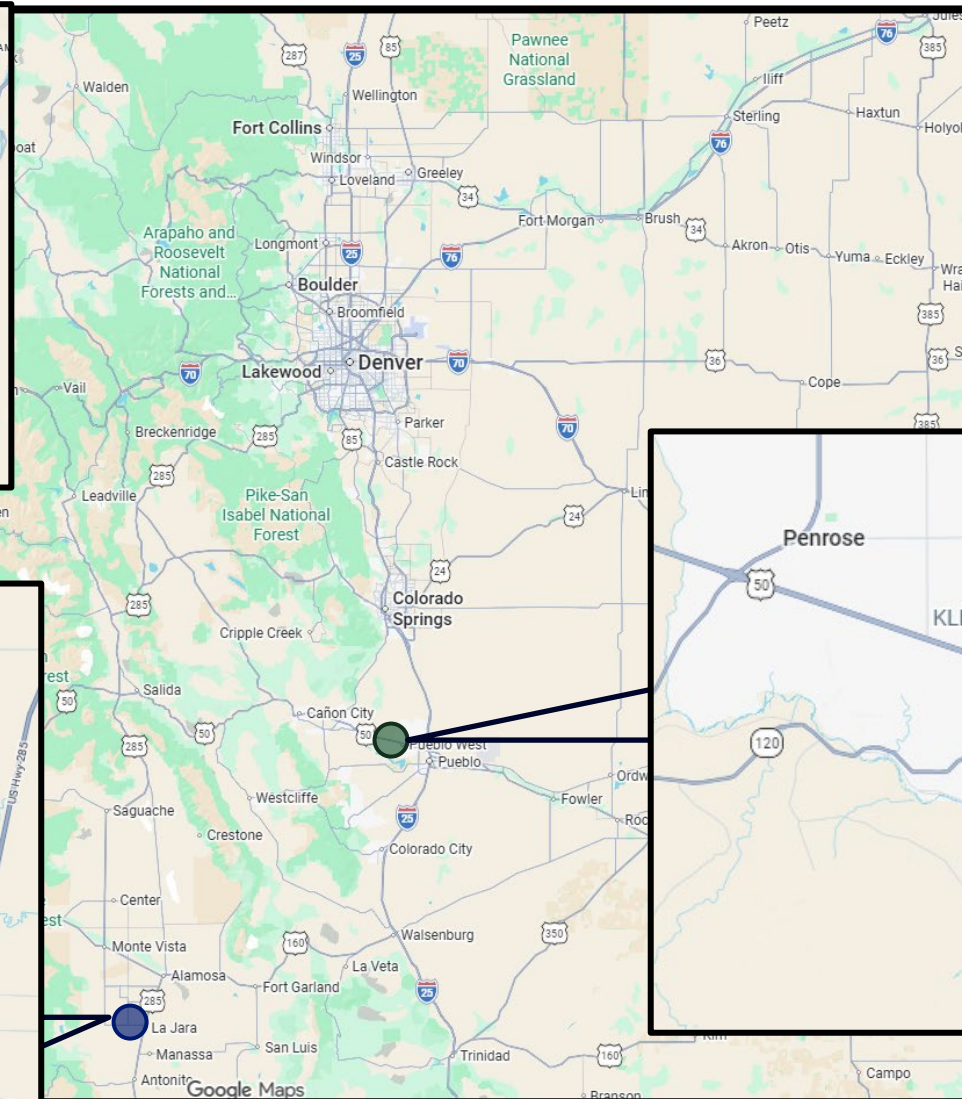
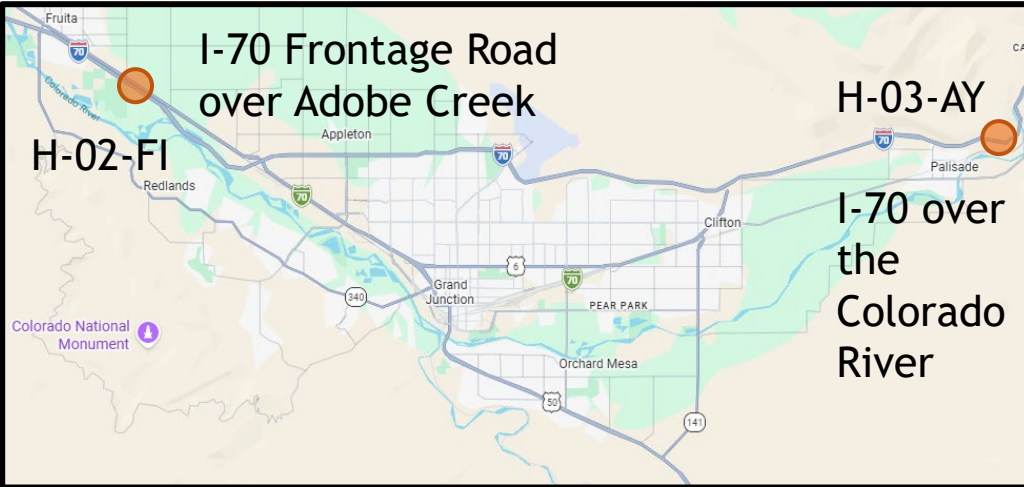


BTE BPM Project Identification

- BTE and CDOT are identifying opportunities to package eligible bridges into logical, biddable projects based on factors such as geographic proximity, treatment type, risk, and complexity
- Eligible bridges were cross referenced with active projects across the state to identify opportunities for BTE scope to be delivered efficiently through ongoing projects
- Three projects with advertisement planned for fall 2026 were identified, including:
 - Region 2: 27241 - US 50A SURFACE TREATMENT (PENROSE TO PUEBLO COUNTY)
 - Structure #: K-17-H
 - Region 3: 27269 - 070A RESURFACE MP 25.3-31.4 & 42.5-49.4
 - Structure #s: H-02-FI, H-03-AY
 - Region 5: 26922 - R5 RRST E&W of La Jara
 - Structure #: O-12-AD



BPM Opportunities





BPM Budget Request

Structure	Region	County	Major Scope Items	Structure Size (Square Feet)	Budget Supplement Request
K-17-H	2	Fremont	Bridge deck repairs, overhang construction (including new concrete curb and bridge rail), cleaning and spot painting of steel girders and bearings, waterproofing membrane and overlay installation	21,658	\$ 2,268,529
H-02-FI, H-03-AY	3	Mesa	Bridge deck repairs, waterproofing membrane and overlay installation, expansion joint replacement, sawing and sealing joints	2,617 & 76,647	\$ 1,621,928
O-12-AD	5	Conejos	Bridge deck repairs, removing and replacing existing timber headers, concrete repair, applying concrete sealer on both curbs, waterproofing membrane and overlay installation	2,597	\$ 126,806
Total				103,519	\$ 4,017,263



Next Steps

- Staff will present a budget supplement for approval at tomorrow's Board meeting.
- Board approval of the budget supplement will allow the three projects discussed today to advertise in fall 2026 and capitalize on the opportunity to accelerate the maintenance and repair of four eligible bridges.
- BTE will continue collaboration with CDOT engineering and maintenance to identify the highest priority BPM and repair projects.
- BTE will return to the Board with a comprehensive list of the BPM and repair project proposed for the current fiscally constrained period and a budget supplement request to authorize funding for these projects.



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise



Happy Canyon & I-25 Bridge Replacement IGA and Budget Supplement Request



Happy Canyon and I-25 Bridge Replacement

Structure ID	Route/Crossing	Condition Rating	Total Budget Supplement Request	Project Phases Funded
G-17-AG	Happy Canyon Road over I-25	Poor	\$11,267,834.32	Design, Construction, Future O&M

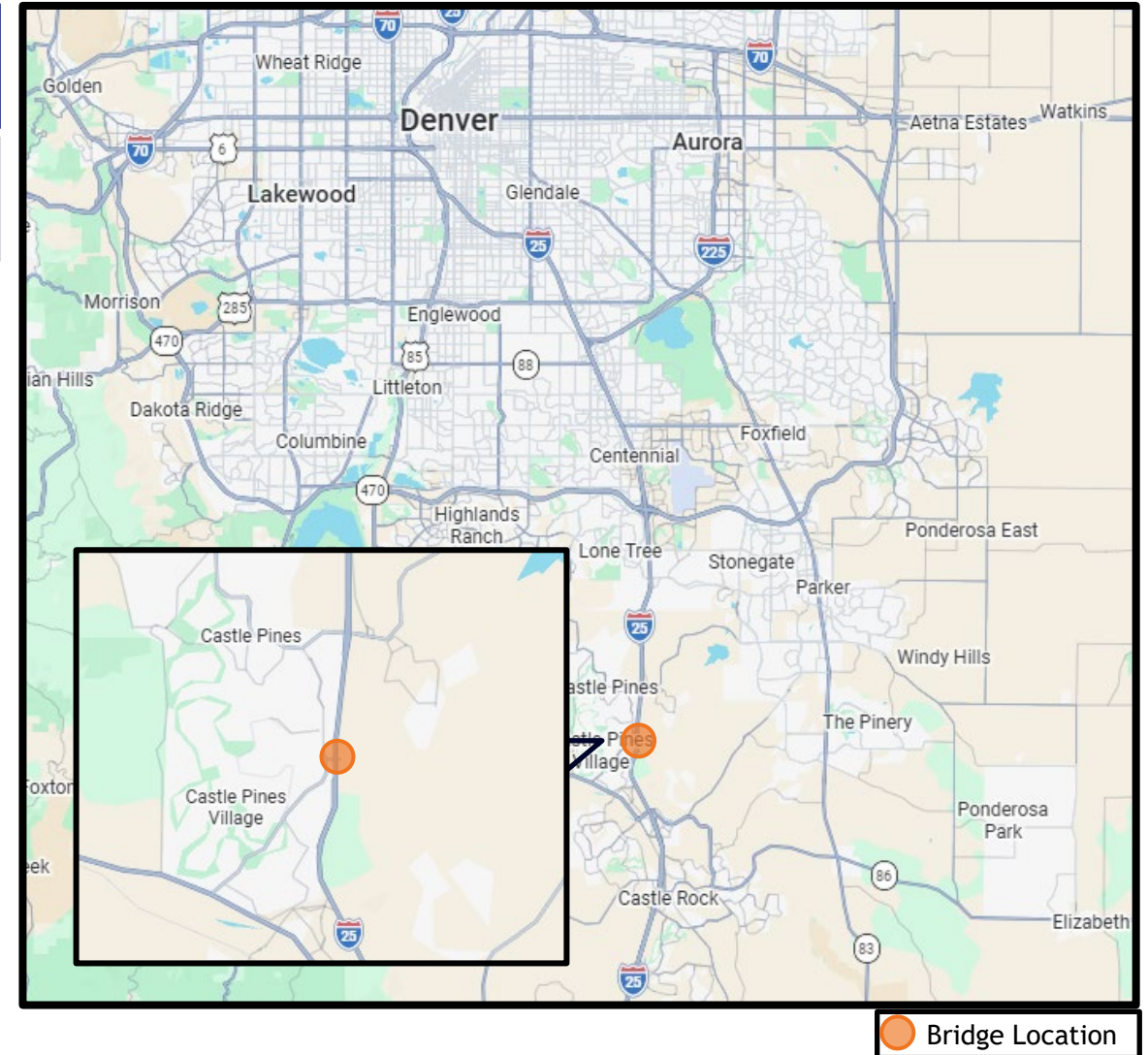
Location: Douglas County

BTE Eligibility: Replacement funding eligible

BTE Prioritization: Top tier (Q3 FY2025)

Asset Owner: CDOT

- BTE plans to contribute funding to the Interstate 25 (I-25)/Happy Canyon Road Interchange Improvement Project for the replacement of G-17-AG
 - Project System Level Study approved by the Transportation Commission in June 2026
- BTE, CDOT, and the City of Castle Pines (the City) are currently finalizing an Intergovernmental Agreement (IGA) to establish the terms and conditions associated with this funding contribution.





Key Intergovernmental Agreement (IGA) Parameters

- CDOT will transfer ownership of the existing structure to the City through a Bill of Sale in exchange for an allocation of \$11,267,834.32 in BTE funds that will be used for the design, construction, and maintenance of the new bridge.
- The payment from BTE to the City will not be executed until a) CDOT issues a State Highway Access Permit to the City and b) CDOT and the City fully execute a Bill of Sale to transfer the ownership of existing structure.
- After receiving payment and assuming ownership of the existing structure, the City will be responsible for maintaining the existing bridge until it is replaced by the new bridge and for maintaining the new bridge for the remainder of its useful service life.



Next Steps

- The IGA will be finalized and furnished to the BTE Board at the September 2026 Board meeting
- Staff will request ratification of the IGA at the September 2026 Board meeting in conjunction with a budget supplement request to authorize the funding needed to fulfill the terms of the agreement.
- The City will continue to advance the (I-25)/Happy Canyon Road Interchange Improvement Project in accordance with the 1601 process.
 - The first construction package is scheduled to begin in fall 2026.
 - The second construction package, which includes the replacement of G-17-AG, is scheduled to begin in early 2027.



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise



US50 Blue Mesa Bridges Rehabilitation Project Budget Supplement Request



US50 Blue Mesa Bridges Rehabilitation Project

- The project will rehabilitate two BTE-owned structures on US50 crossing the Blue Mesa Reservoir in CDOT Region 3 (K-07-A and K-07-B)
- The scope includes several bridge preventative maintenance and repair needs that were initially identified in the US50 Blue Mesa Bridges Emergency Response (ER) project
- After the completion of the ER project, the scope was reviewed and refined to meet BTE's bridge rehabilitation project goal of extending the service life of the bridges a minimum of 30 years.





Region 3 Budget Supplement Request

Structure ID	Route/Crossing	Condition Rating	Total Budget Supplement Request	Project Phases Funded
K-07-A & K-07-B	US 50 over Lake Fork and Blue Mesa Reservoir	Fair	\$18,646,237	Construction

Project: US50 Blue Mesa Bridges Rehabilitation Project

Location: Gunnison County

BTE Eligibility: BPM funding eligible

Prioritization Ranking: N/A

Asset Owner: BTE

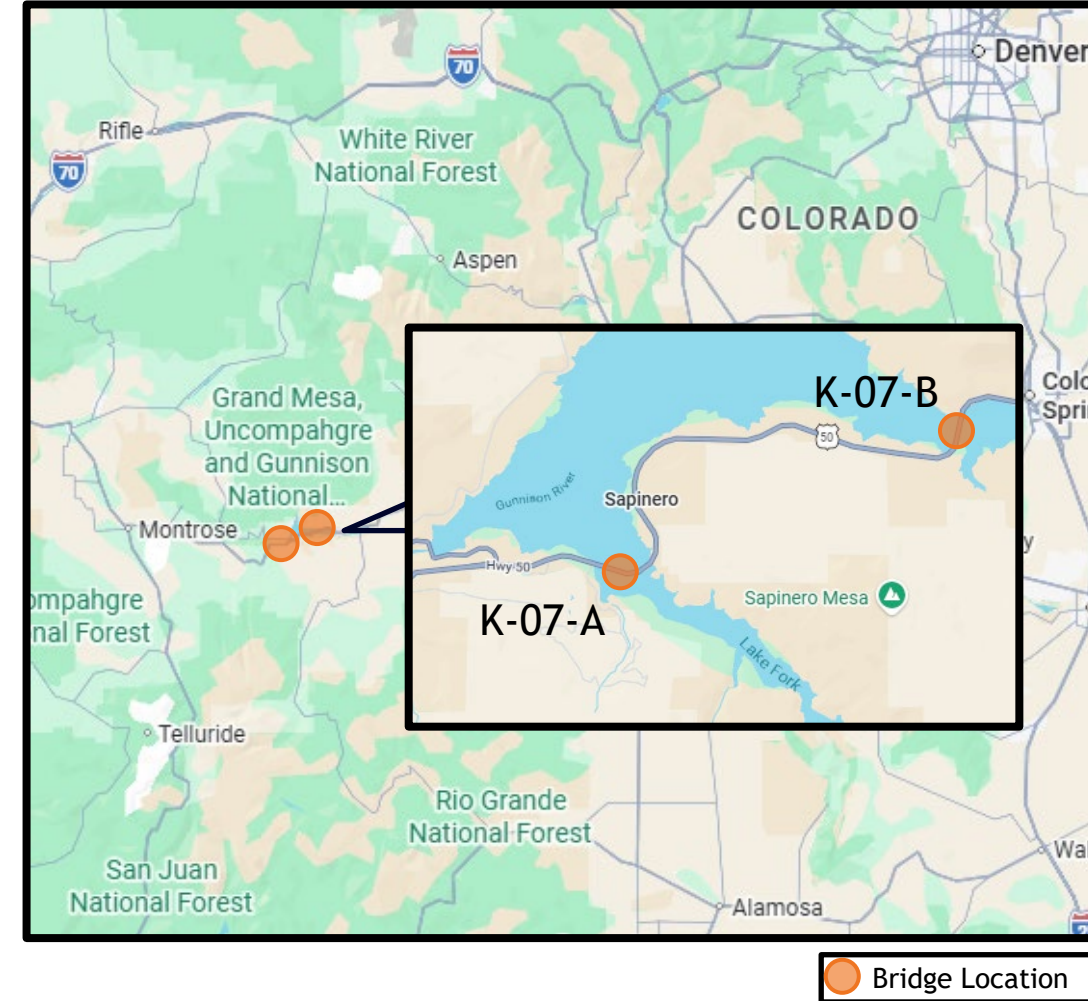
BTE is requesting construction funding to complete the replacement of expansion joints at the approach spans of both bridges, repair and resetting of bearings, pier cap strengthening, extension of deck drains, zone cleaning and painting of structural steel, installation of a new $\frac{3}{4}$ " thick polyester concrete overlay on the approach spans of both bridges, and several other miscellaneous repairs.



Heavy Debris, Surface Rust, and Paint System Failure at a Bearing



Overhang Deterioration at Joint Location



Bridge Location



Questions or Comments?





COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Jeff Sudmeier, Deputy Executive Director, Chief Financial and Administrative Officer

Tony Cady, Region 5 Planning and Environmental Manager

Date: August 19, 2026

Subject: SB26-141 Wildlife Collision Prevention Overview and Transportation Commission Loan

Purpose

The purpose of this memorandum is to provide an overview and update on the implementation of SB26-141, also known as the Wildlife Collision Prevention Bill. Fee collections for this bill will begin January 1st, 2027, but there are statutory requirements in the bill that must be completed prior to this date. Therefore, the Bridge and Tunnel Enterprise is requesting a Transportation Commission loan to fund expenses incurred by the Enterprise before fee collections from this new revenue stream are available.

Action

Informational only; no action is required at this time. Staff will return next month requesting approval of the loan.

Background

The passage of SB26-141 expands the business purpose of the Bridge and Tunnel Enterprise to include wildlife safe passage projects. These projects are defined as projects that reduce wildlife-vehicle collisions and improve habitat connectivity by providing wildlife road crossings. Beginning on January 1, 2027, Coloradans will be given the option to opt out of a \$5 voluntary motor vehicle registration fee, known as the collision prevention fee, which is fully dedicated to wildlife safe passage projects. This fee will be split 75/25, or \$3.50/\$1.50, respectively, between the Bridge and Tunnel Enterprise and Colorado Parks and Wildlife.

The Bridge and Tunnel Enterprise fee collections will be deposited into a newly created Collision Prevention Fund. In accordance with BTE's statute, existing BTE revenue sources can't be used to fund wildlife safe passage projects, and vice versa; the SB26-141 fee revenues can't be used to fund other BTE enterprise projects (i.e. bridge and tunnel

projects). Therefore, the Enterprise currently has no source of funding to implement SB26-141 until revenue collections begin in calendar year 2027, however, there are several statutory requirements that must be completed prior to this time, including 1) developing and delivering customer-facing educational materials to county clerks on or before December 1, 2026 and 2) initiating a public outreach campaign as soon as practicable (following the effective date of the Bill) to educate the public about this new fee and its benefits.

Per BTE's statute, Section 43-4-805(4), C.R.S, the Transportation Commission may transfer money from the State Highway Fund to BTE for the purpose of defraying expenses incurred by the Enterprise prior to the receipt of revenue. Staff is requesting a loan for approximately \$610K, which will be used to fund administrative activities and deliverables that are statutorily required by the bill. The table below outlines the loan proceed expenditures estimated for this effort. BTE will repay the loan with interest by no later than the end of fiscal year 2027-28.

Category	Estimated Cost
Personal Services and Administration	\$97,796
Operating	\$8,024
Outreach Campaign	\$482,500
Legal	\$19,940
Total	\$608,260

In addition, BTE staff, alongside the Enterprise's financial advisor, have evaluated potential financing strategies to leverage this new revenue stream and accelerate the completion of wildlife safe crossing projects. Additional details on this analysis can be found in the August Joint TC and BTE workshop.

Next Steps

1. Staff will provide the final intra-agency loan agreement between BTE and CDOT and additional information regarding the terms and conditions of the loan, including but not limited to the interest rate, total repayment cost, and a full amortization schedule, to the respective Boards in September 2026. At this time, Staff plans to request Transportation Commission and BTE Board approval of the loan.

2. In the coming months, BTE staff will bring a workshop to the BTE Board to review the updates to the Enterprise's governing documents and Policy Directive 16.0 that are required to account for the passage of SB26-141.
3. In October 2026, staff will present an amended fiscal year 2026-27 budget incorporating estimated SB26-141 revenue and budget allocations for this fiscal year.

Attachments:

1. August 2026 Joint TC and BTE Workshop



COLORADO

Department of Transportation

Statewide Bridge and Tunnel Enterprise Joint SB26-141 Workshop August 2026

August 19, 2026



Agenda

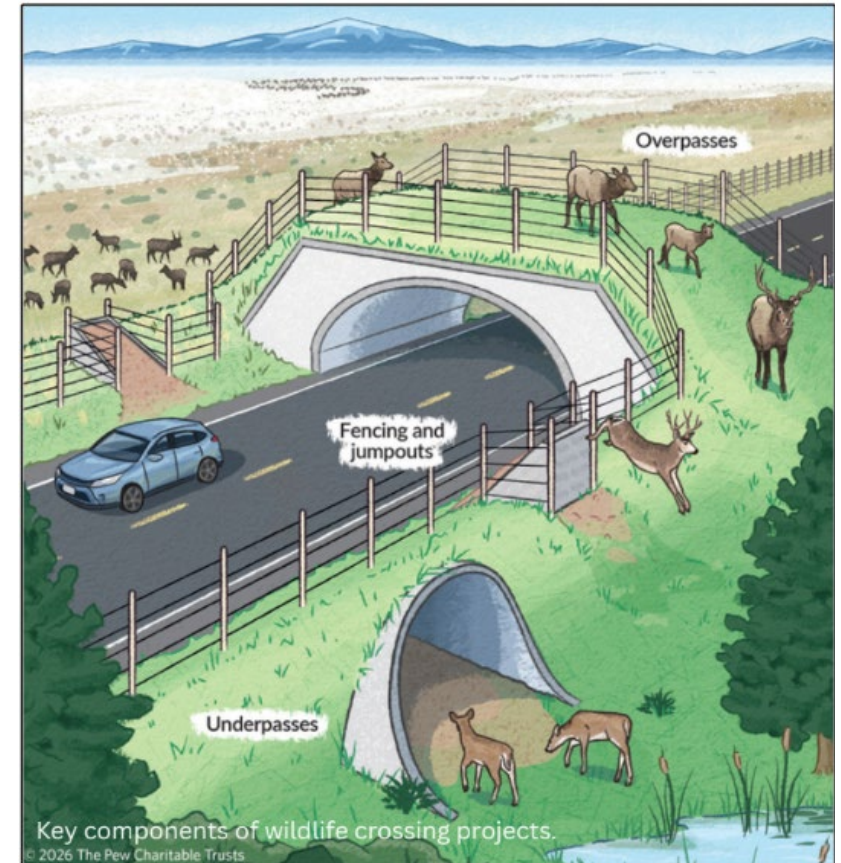
1. Wildlife Collision Prevention Overview
2. Fee Structure and Revenue Forecast
3. Critical Funding Need
4. Proposed Loan Overview
5. Future Financing Strategies
6. Next Steps





SB26-141 Wildlife Collision Prevention Overview

- Signed 5/27/2026; Effective 10/1/2026
- Expands the Enterprise's business purpose to include wildlife safe passage projects
- Wildlife safe passage projects are defined as projects that reduce wildlife-vehicle collisions and improve habitat connectivity by providing wildlife road crossings.





SB26-141 Wildlife Collision Prevention Fee Structure and Revenue Forecast

- Creates voluntary \$5 fee at time of motor vehicle registration.
 - Registrants have the ability to **opt out**.
 - Fee collections will begin on **January 1, 2027**.
 - **75%** (\$3.50) goes to the new Collision Prevention Fund; administered by BTE.
 - **25%** (\$1.50) goes to the Wildlife Cash Fund; administered by CPW.
- Fees are deposited in a newly created Collision Prevention Fund
- Use of fee revenue is restricted to wildlife safe passage projects
- BTE is estimated to receive \$1.5 million in FY27 and \$3.0 million in FY28.
- Starting in FY29 the \$5 fee can be adjusted annually for inflation.



© Colorado Department of Transportation, Colorado Parks and Wildlife & ECO-resolutions



SB26-141 Wildlife Collision Prevention Critical Funding Need

- The Enterprise currently has no funding source for wildlife collision prevention scope until revenue collections begin in calendar year 2027.
- Per Statute 43-4-805 (Section 4) the Commission may transfer money from the State Highway Fund to the bridge enterprise for the purpose of defraying expenses incurred by the Enterprise prior to the receipt of revenue.
- BTE is requesting a start-up loan from the TC to temporarily fund expenses incurred for statutorily mandated activities before the Enterprise receive fee revenue:
 - Developing and delivering customer-facing educational materials to county clerks on or before December 1, 2026
 - Initiating a public outreach campaign as soon as practicable (following effective date)



SB26-141 Wildlife Collision Prevention Proposed Loan Overview

- A loan for approximately \$610,000 plus interest will be repaid to the TC by no later than the end of FY2027-28.
- The funds will be used to fund activities and deliverables that are statutorily required and support the public outreach campaign.
- Next month BTE and CDOT staff will request approval of the loan.

Forecasted Loan Proceed Expenditures

Category	Estimated Cost
Personal Services and Administration	\$ 97,796
Operating	\$ 8,024
Outreach Campaign	\$ 482,500
Legal	\$ 19,940
Total	\$ 608,260



SB26-141 Wildlife Collision Prevention Future Financing Strategies

- If the BTE share of the new optional fee is pledged for debt service, it will be a standalone lien that will not benefit from the diversified, higher-rated pledges behind BTE's existing debt.
- Given the optional opt-out design, which has no revenue floor, and the absence of any revenue collection history, initial credit ratings would likely fall well below BTE's IRB lien (Aa3/AA-/A+).
- A pledge of this type would likely price at a premium, resulting in higher interest costs and total repayment costs, and require structural protections for investors (debt-service reserve fund, short amortization, TC backstop, etc.).



SB26-141 Wildlife Collision Prevention Future Financing Strategies

Summary and Recommended Strategy:

Not yet bondable at scale - A standalone pledge on an untested, voluntary fee would rate well below BTE's existing liens and price at a premium, with capacity and cost highly sensitive to the coverage the market demands.

Lead with grant match and “pay-go” - Deploy the fund first as required state match for wildlife-crossing grants and to “pay-go” the highest priority projects, utilizing the TC start up loan to fund required activities prior to revenue collections.

Season, then size conservatively - After 24-36 months of demonstrated collections, revisit a right-sized financing anchored at higher coverage to protect the rating and minimize repayment cost of funds.



SB26-141 Wildlife Collision Prevention Next Steps

- Request approval of a Transportation Commission start-up loan in September 2026.
- Complete administrative activities required to impose and collect the new fee.
- Conduct a public outreach campaign to educate the public about the new fee and its benefits.
- Update BTE's governing documents and Policy Directive 16.0 to account for the passage of SB26-141.





Questions or Comments?





Transportation Commission Memorandum

To: The Transportation Commission

From: Hope Wright, Real Estate Asset Manager

Date: August 19, 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 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 parking 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 August 20, 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

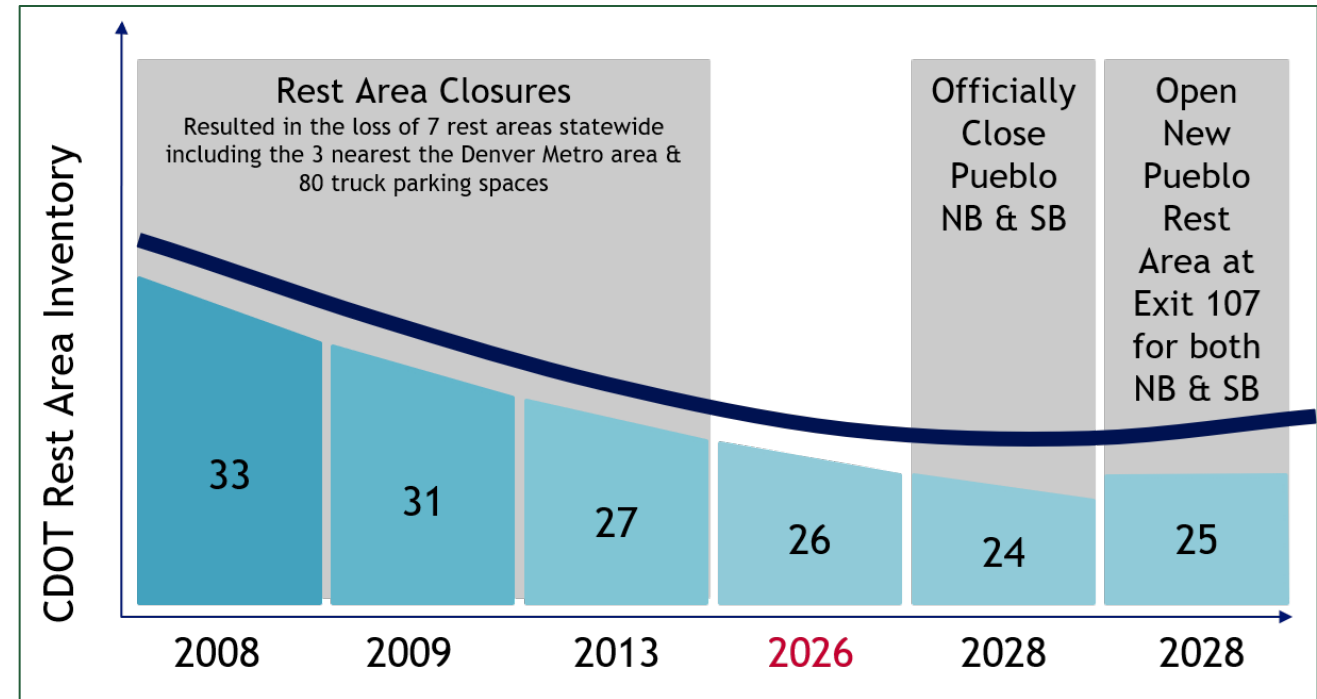
2023: CDOT 12th Asset

First year to receive funding due to Asset Management budget cycles

5

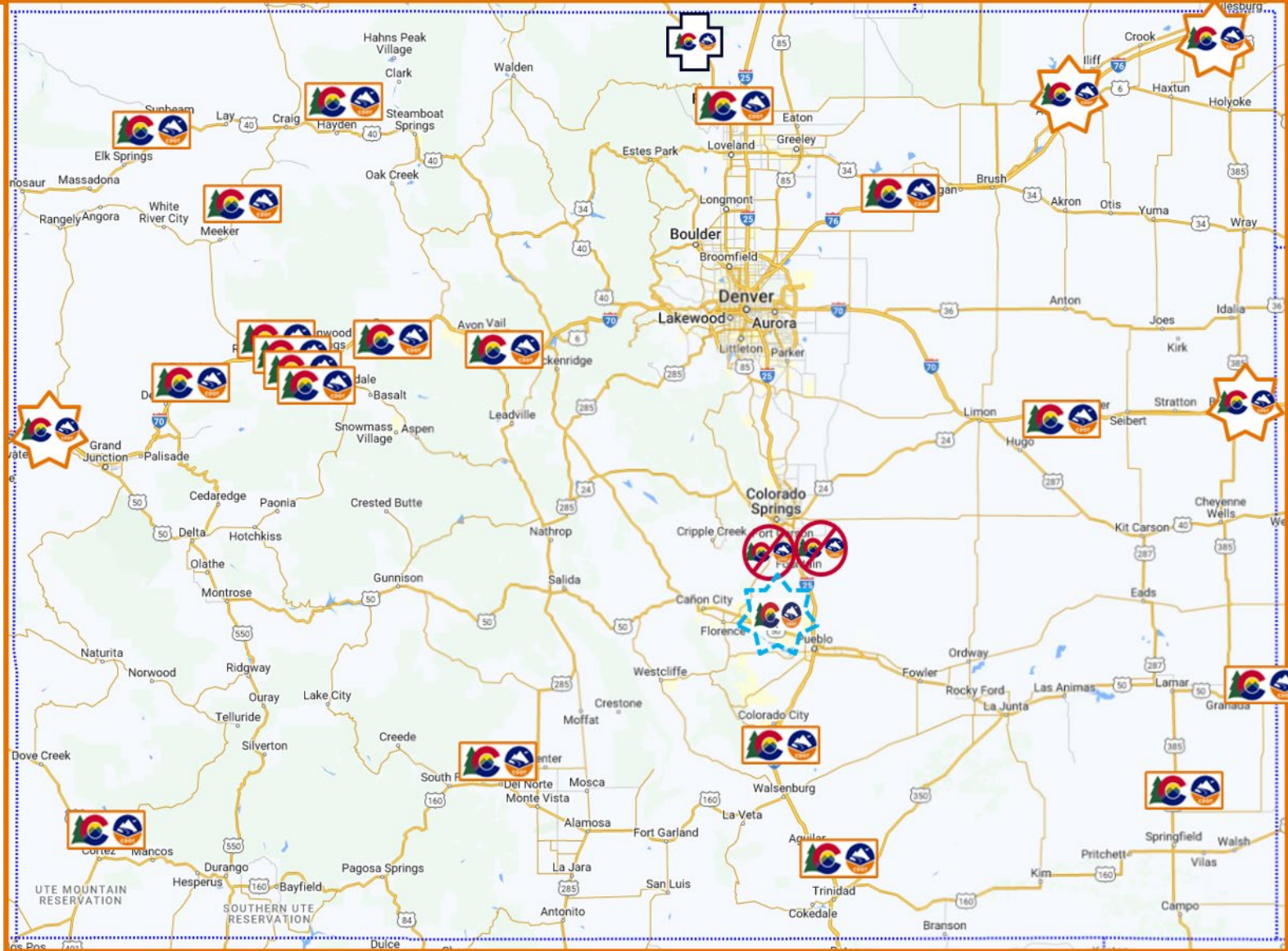
Current: Annual Budget

\$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 43-1-101(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.

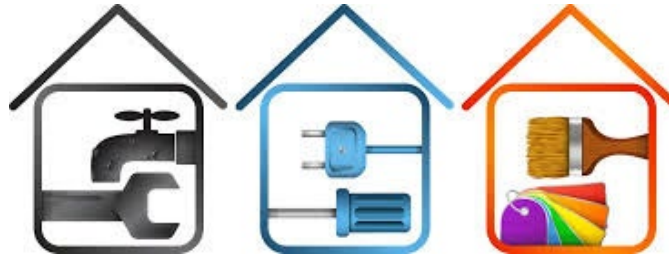


Rest Areas: HQ and Region Coordination

Capital Planning

HQ Property Management

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



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

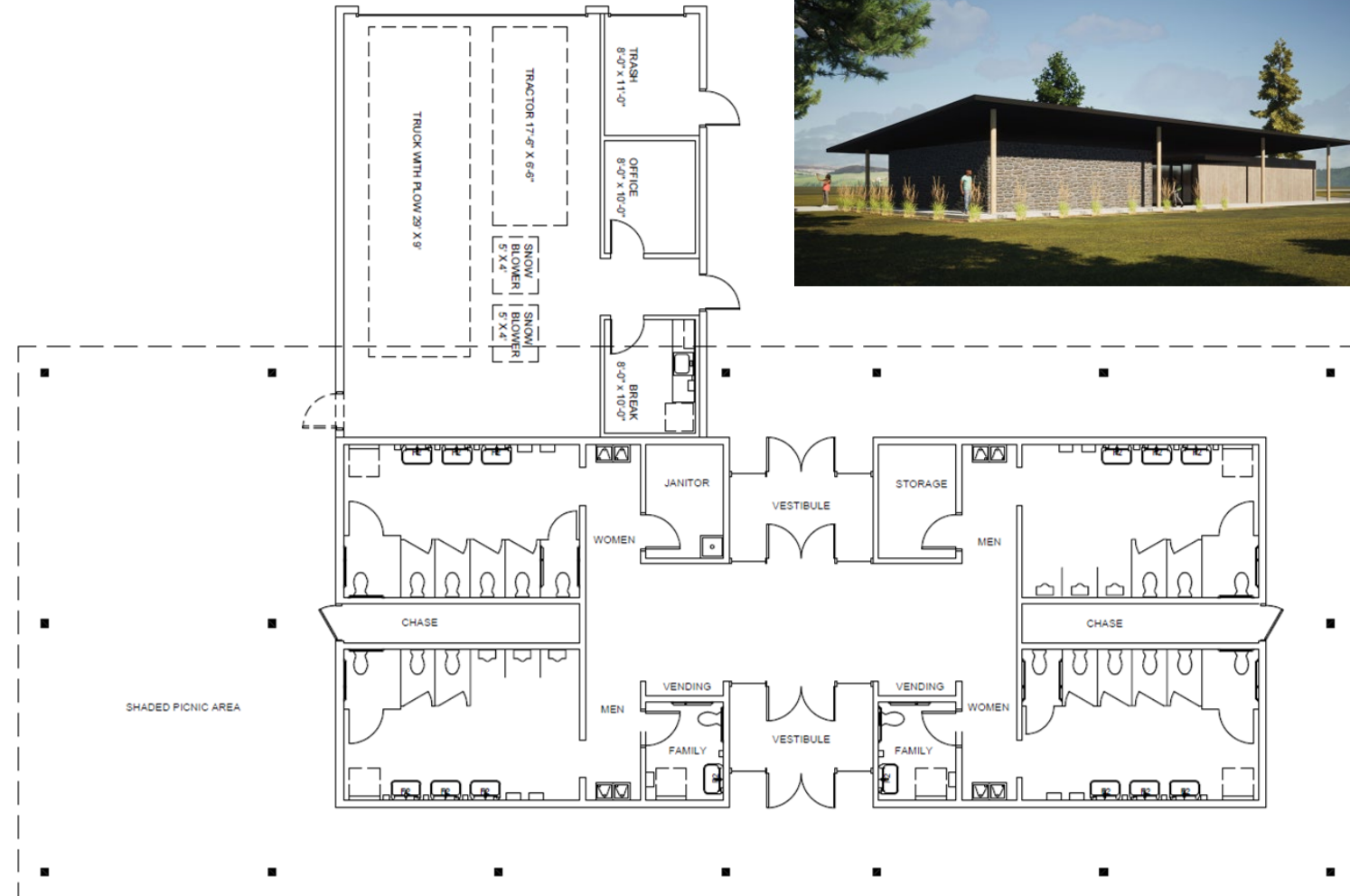
Interior Amenities

- 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 (The State's Busiest Rest Area) Ribbon Cutting: September 2025

Core Facility & Utility Overhauls

- **On-site water treatment plant:** with two 10,000-gallon water storage tanks, fully contained within the basement and crawl space
- **Upgraded restrooms:** Expanded capacity from 10 to 22 total stalls
- **Year-round reliability:** Built to prevent maintenance closures

Transit & Parking Improvements

- **Expanded parking lot:** Increased total parking spaces from 76 to 248
- **Separated truck parking:** Increased truck parking spaces from 8 to 20
- **Pedestrian separation:** Reconfigured the layout to isolate foot traffic from moving vehicles

Recreation & Interior Amenities

- **Trail integration:** Repositioned the site to seamlessly link the popular Ten Mile Canyon Trail
- **Observation decks:** Three outdoor viewing platforms highlighting panoramic mountain vistas
- **Historical exhibits:** Interior local historical & educational displays
- **Murals:** custom local artwork and structural history timelines





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





Rest Areas: FY26 Highlights, cont..

Shaw Creek Rest Area Ribbon Cutting - TBD



Improvements:

- **Facility Replacement:** The original structures were demolished and replaced with a new, modernized, 2,960-square-foot rest area
- **Amenities:** Accessible, modern public restrooms, a vending area, staff offices, interpretive elements, and an enclosed garage for maintenance equipment
- **Site Upgrades:** All new asphalt and expanded parking, picnic shelters, and upgraded energy-efficient lighting
- **Infrastructure:** A new water well, septic system, and upgraded 3-phase electrical power



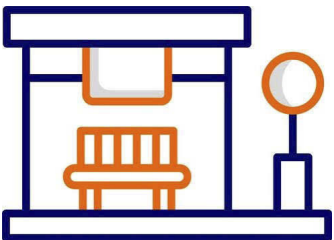


Rest Areas: FY26 Highlights, cont...

Other Recently Completed Rest Area Projects:



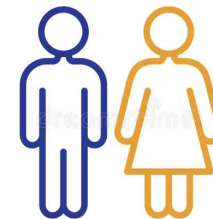
Edwards
Exterior lighting &
metered water at RV
dump



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.

1. Inventory: completed FY25

- a. Document signage content, location, and condition

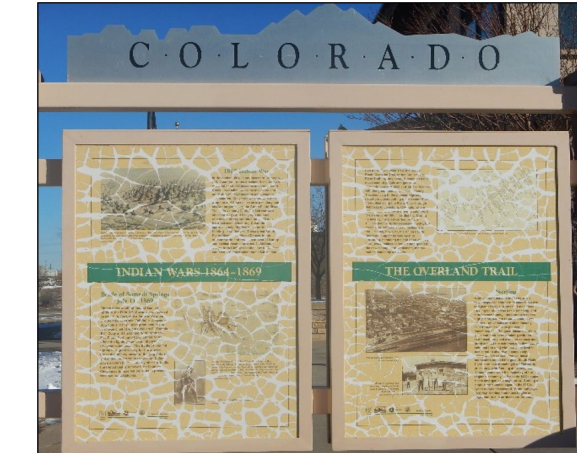
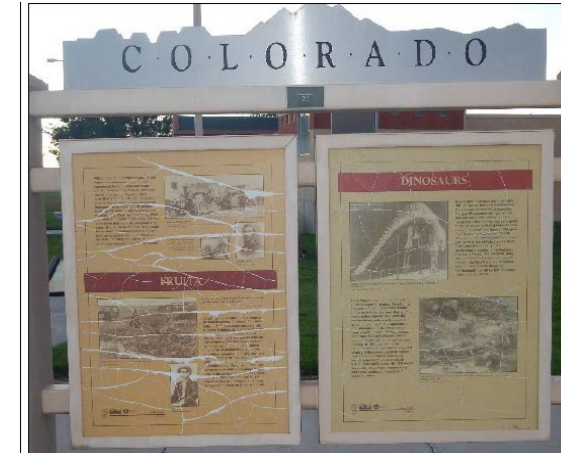
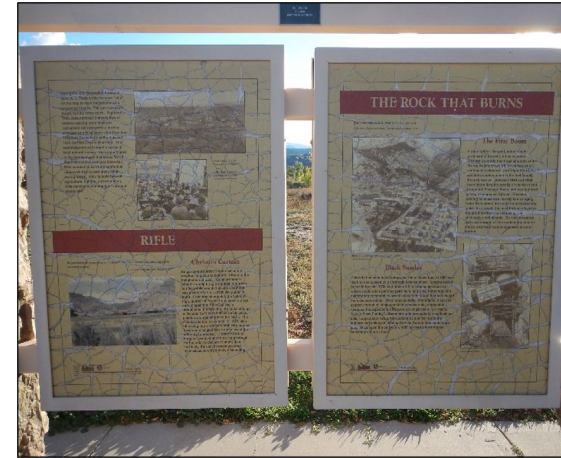
2. Develop Design Standards: completed FY26

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

3. Implementation: FY27 and FY28

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

Project lead by CDOT's Historian with funding provided by Property Management.





Rest Areas - Future Plans

Exit 108 Pueblo Rest Area and Interchange

Closure of the Old Pueblo Rest Areas

Prior to 2020 (The Decline)

System Failures

Facilities reached the end of their useful life.

No Utility Access

Operated without municipal water or sewer connections.

Infrastructure Deficit

Lacked access to potable water and wastewater facilities were failing.



2020 Closure (The Turning Point)

Pandemic Shutdown

Closed at the start of the COVID-19 pandemic.

No Potable Water

Lack of water for handwashing forced immediate closure.

Location Impact

Affected both rest areas at NB MP 111 and SB MP 115.



Post-2020 (The Current Reality)

Vandalism & Looting

Both sites suffered severe, ongoing property damage.

Too Costly to Repair

Fixing damage and the infrastructure deficits 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.

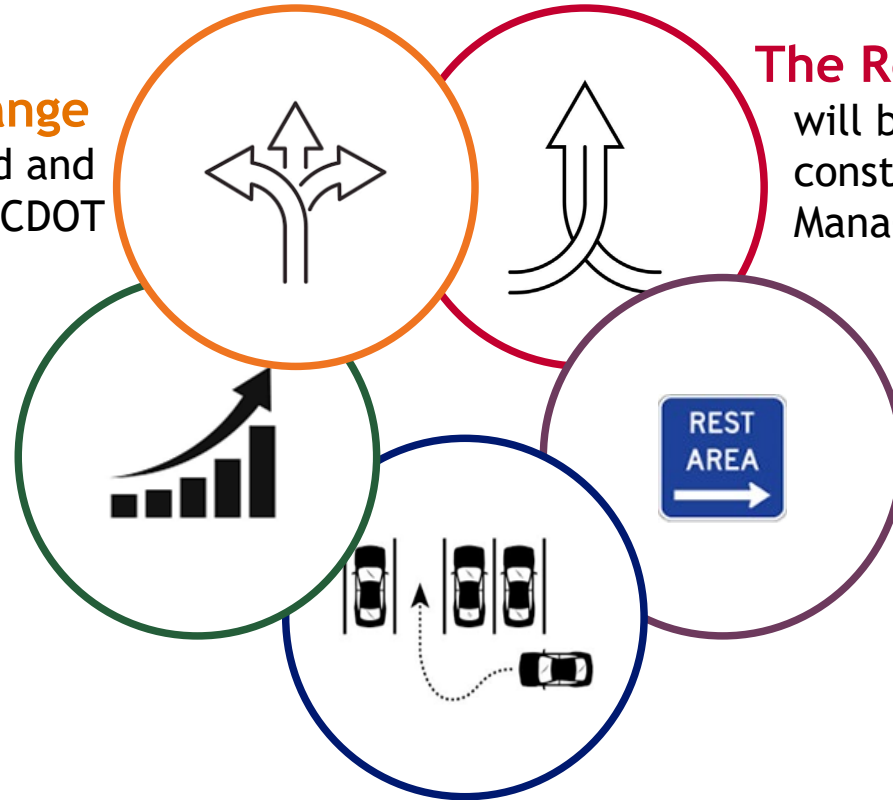
Interchange construction
is scheduled to begin in
the spring of 2027.

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

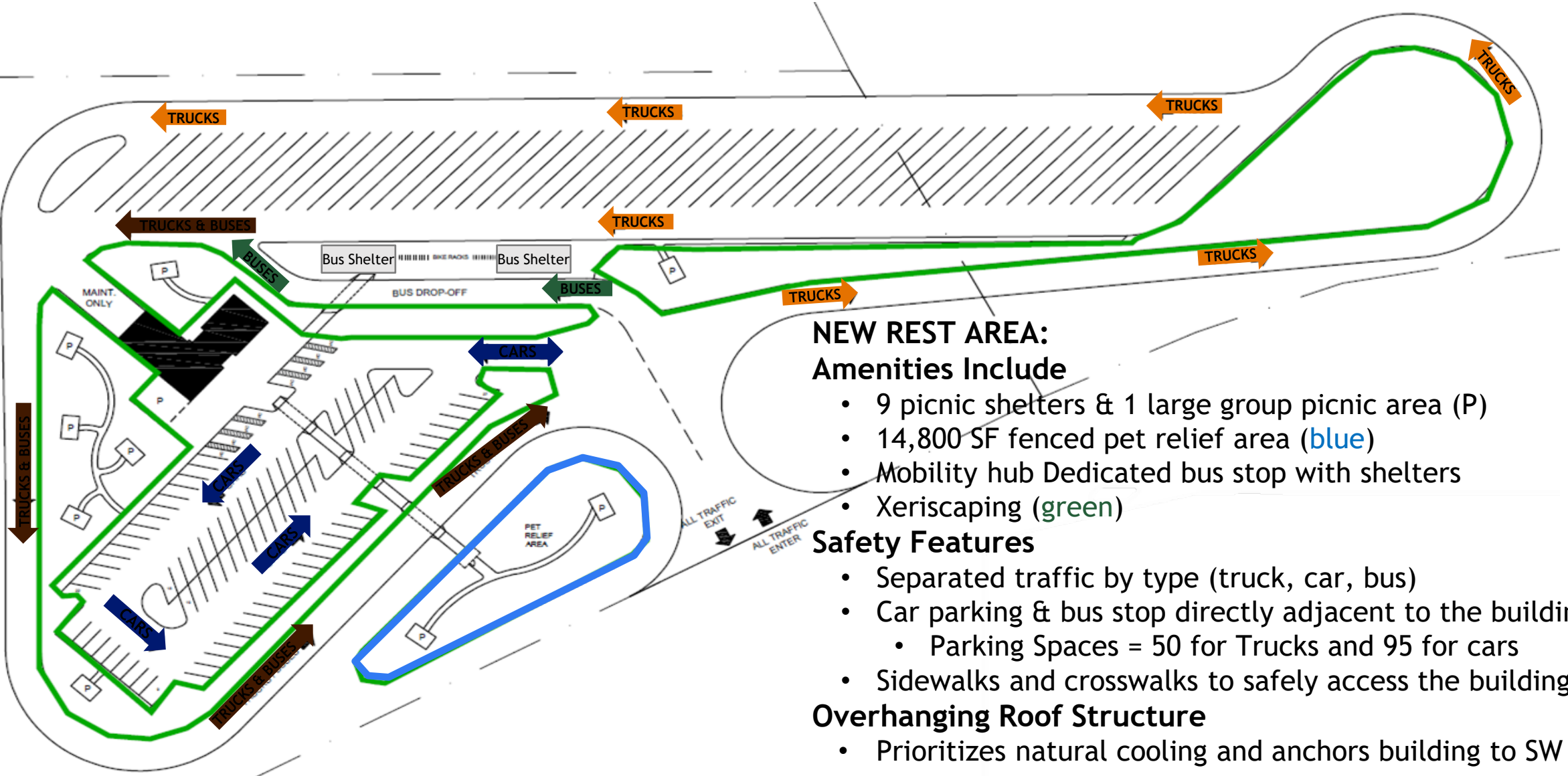
Estimated completion of both
projects.





Rest Areas - Future Plans

Exit 108 Pueblo Rest Area and Interchange, cont..



NEW REST AREA: Amenities Include

- 9 picnic shelters & 1 large group picnic area (P)
- 14,800 SF fenced pet relief area (blue)
- Mobility hub Dedicated bus stop with shelters
- Xeriscaping (green)

Safety Features

- Separated traffic by type (truck, car, bus)
- Car parking & bus stop directly adjacent to the building
 - Parking Spaces = 50 for Trucks and 95 for cars
- Sidewalks and crosswalks to safely access the building

Overhanging Roof Structure

- Prioritizes natural cooling and anchors building to SW Motif



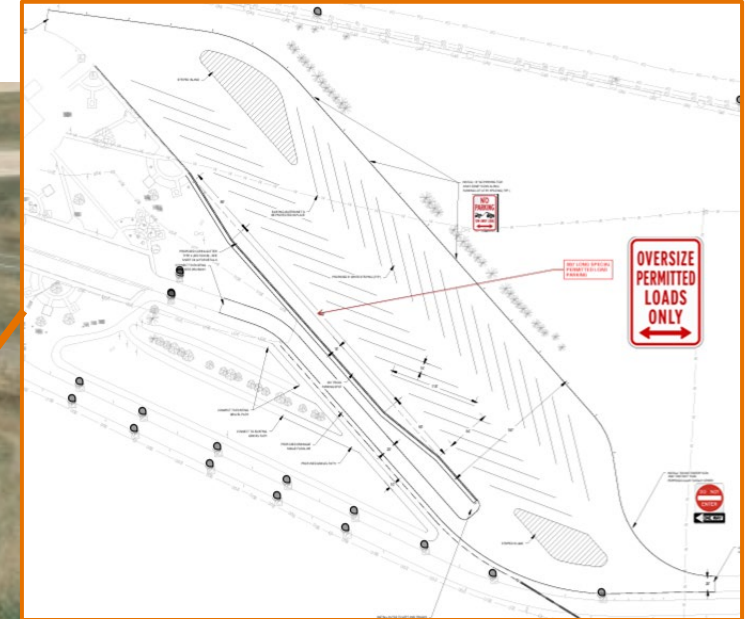
Rest Areas - Future Plans

Arriba Rest Area

Increase Truck Parking and Accommodate Extra Long Loads

Funding from CDOT's Freight Mobility & Safety Branch to expand truck parking

- Current truck parking = 9 spaces
- Future truck Parking = 42 Spaces
 - One 300' long parking space for permitted wind turbine transports
- 2nd busiest rest area in the state
- Bonus: Adding truck parking will eliminate portions of the site that are irrigated, thereby meeting the Governor's Greening Government Executive Order to reduce water consumption





Rest Areas - Future Plans

Glenwood Canyon Rest Areas

Glenwood Canyon Rest Areas



FY26: Simultaneously completed Context Sensitive Solution (CSS) process 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.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Colorado Transportation Commission

From: Heather Paddock, Region 4 Director

Date: August 19th, 2026

Subject: Region 4 Update

Purpose

To present Region 4 update to the Transportation Commission.

Action

No action is necessary; this is information only.

Background

Presentation on Region 4 projects, highlighting project progress on federal awarded grant projects, safety and innovations on I-25, and progress on Interstate paving projects in Region 4.

Next Steps

No additional steps; this is information only.

Attachments

See attached presentation.

COLORADO DEPT. OF TRANSPORTATION

Region 4

Northern Colorado



COLORADO

Department of Transportation

Transportation Commission

August 19, 2026



Agenda

1. Update on 287 - Boulder County
2. Update on 287 - Larimer County
 - a. Shared MPDG Grant
3. Progress on Segment 5
 - a. Construction Safety Measures
 - b. Project Innovations - to saving \$\$
4. CO 119 Update
5. I-70 Bethune to Burlington & Interstate Highlights



US 287 - Boulder County Background

Project Origination:

In 2020, Boulder County's Finalized and adopted Vision Zero Study.

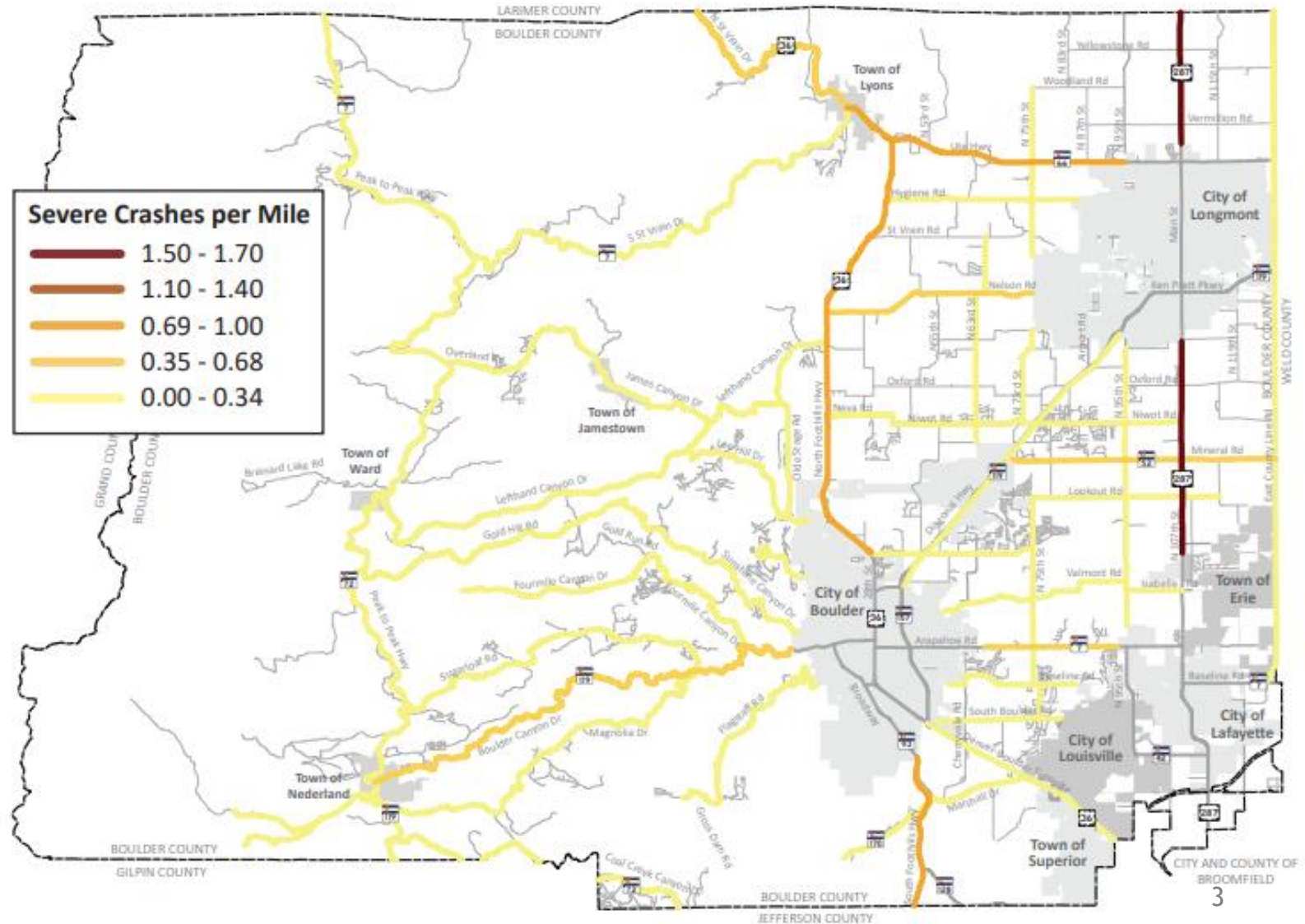
In 2023, BoCo Vision Zero Safety Study identified the majority of serious and fatal crashes were occurring on US 287 due to vehicle crossing into oncoming traffic.

Project Purpose:

Reduce the number of serious and fatal crashes along US 287 resulting from crossover collisions.

Study Recommendation:

Proposed Median Barrier Section





US 287 - Crash Data

Crash Data

Between 2015 and 2024:

24 people died from a crossover crash

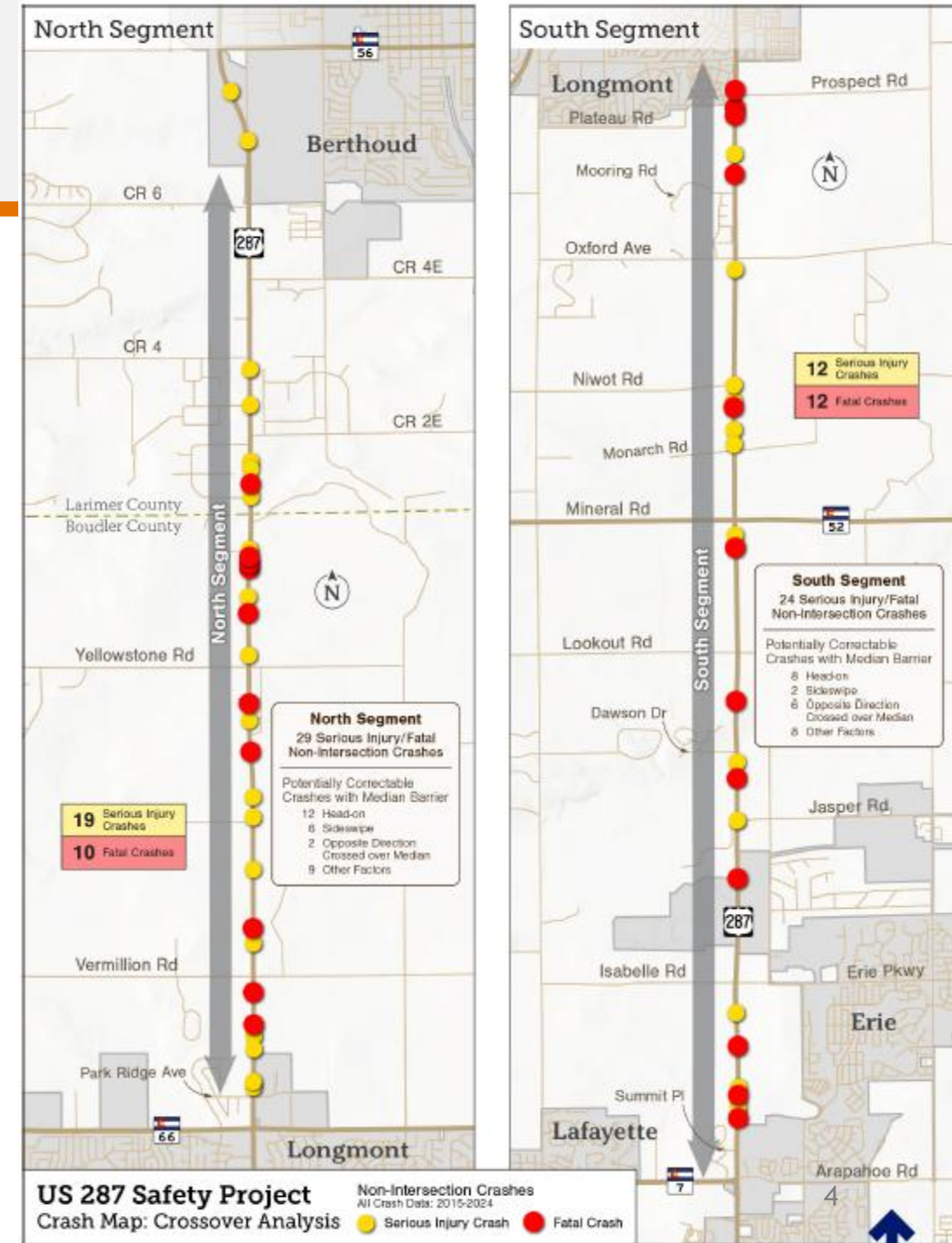
Over 500 total crashes occurred, 23% were a crossover crash

60% of all serious injury crashes comprised of crossover crashes

76% of all fatal crashes comprised of crossover crashes

The rate of serious injury and fatal crashes continues to increase as traffic volumes increase.

“Median barriers installed on rural four lane highways result in a **97% reduction** in crossover crashes”
- FHWA proven countermeasure

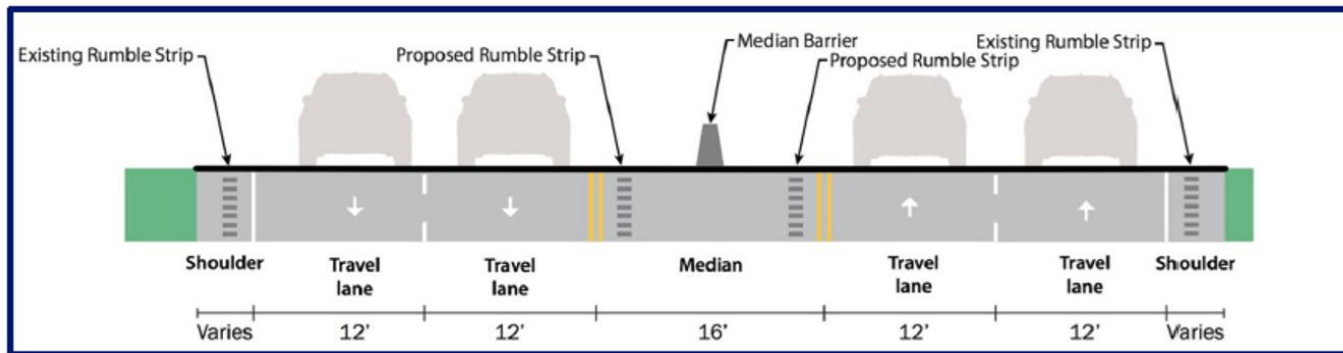


US 287 - Proposed Solution

Current Conditions



Proposed Median Barrier Cross Section



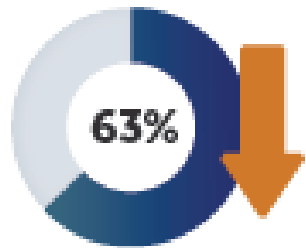
Proposed solution also includes:

- Changes in access
- Indirect left at crossover (ILAC) i.e. U-turns between intersections
- Acceleration and deceleration lanes at ILAC locations
- Addition of signals at limited locations

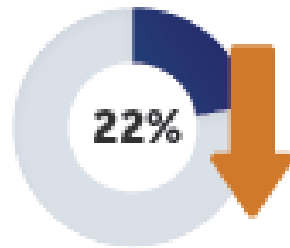


US 287 - ILAC Locations

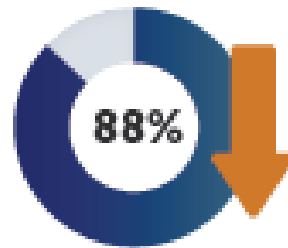
ILAC Safety Benefits:



63% reduction in **fatal crash and injury** compared to an **unsignalized** intersection

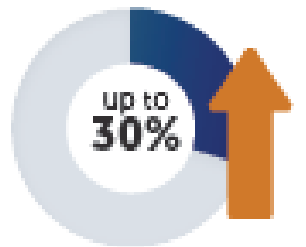


22% reduction in **fatal crash and injury** compared to a **signalized** intersection



88% reduction from **12 crossing conflict points** at intersection down to **2**

ILAC Operational Benefits:



Up to 30% increase in **intersection throughput** compared to **signalized** intersection



Up to 40% reduction in **Delays**

Proposed Median Barrier and U-Turn Locations along US 287:





US 287 - Barrier Project Status

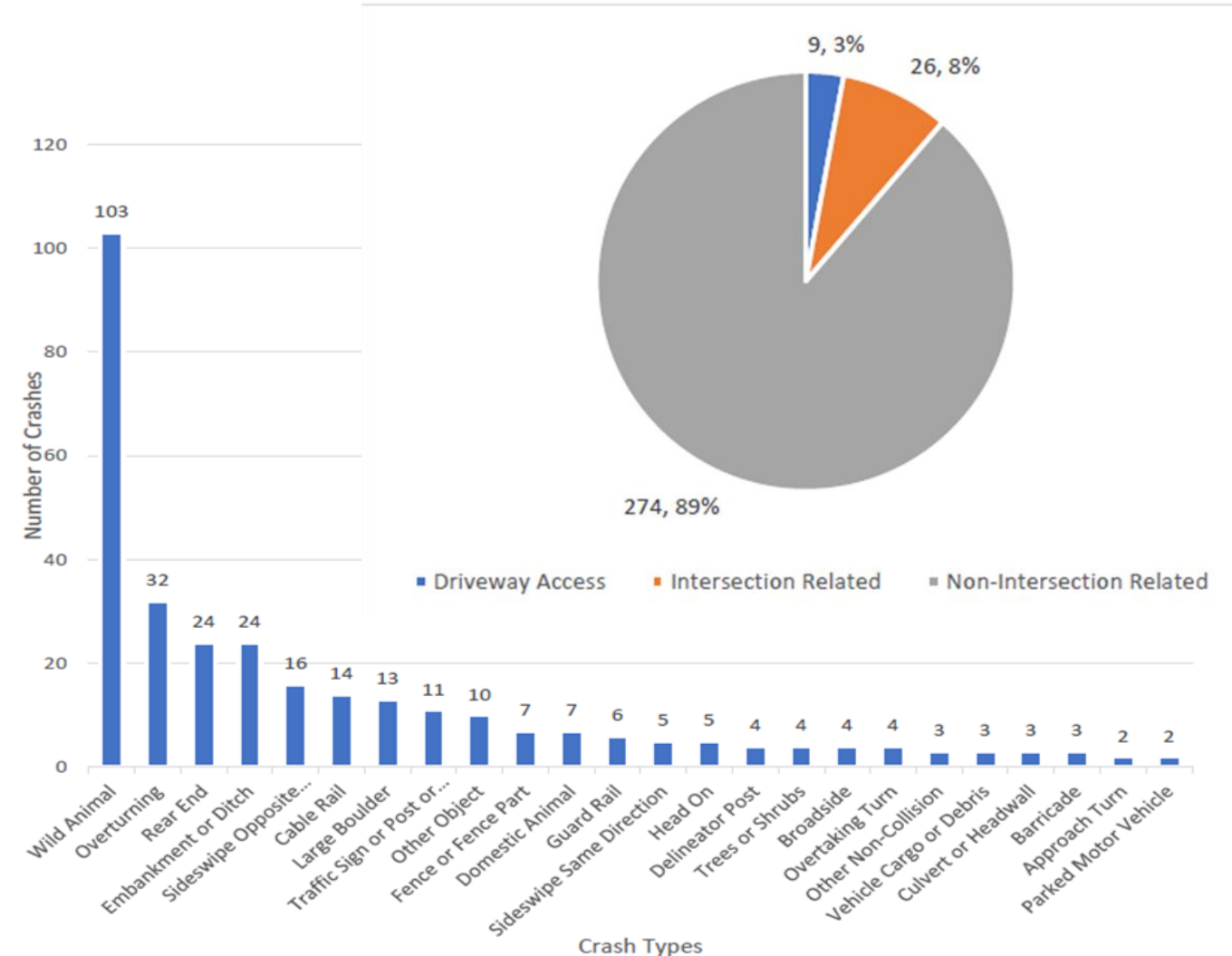
- Currently at 60% Design
- Extensive Stakeholder Outreach
 - Local Agency Workshops
 - Agriculture Open House
 - Coordination with Dawson School District
- Public Outreach
 - Community Pop-up Events
 - Public Meetings
- On Schedule
 - Advertisement is anticipated Spring 2027 with construction beginning in Summer 2027
- On Budget - with added scope elements
 - MPDG Grant estimate \$25M, current estimate is \$34M, additional **faster** funds have been added to cover the delta



US 287 - Larimer County Project Purpose

To improve the safety of the corridor between Ted's Place and the Wyoming border. A safety study was conducted and a number of solutions were proposed.

CDOT identified this project on its 10-year plan and was successful in receiving \$47.2M in an MPDG grant. This was competitive due to its Benefit-Cost Ratio of 6.18:1 including both the Larimer and Boulder County projects.





US 287 - Larimer County Schedule

Why wait three years for a safer corridor?

Small projects today beat a large project tomorrow—time saves lives.

Region 4 strategically prioritized design efforts so that each construction season could be fully utilized rather than waiting for one large construction project, advancing construction elements as much as two years.



Before Construction

Looking south on US 287,
just south of Owl Canyon Rd.



After Construction

Looking south on US 287,
just south of Owl Canyon Rd.

Project Schedule

Owl Canyon intersection improvements

✓ Completed – Summer 2025

Red Mountain Road and Bonner Springs Ranch Road intersection improvements

⚡ Underway – December 2026

Construction actively progressing towards winter completion

Remaining scope elements- wildlife fencing, shoulder widening, overlay, Dale Creek bridge replacement, High Lonesome - Rest Area intersection improvements, guardrail and cable rail upgrades

→ Planned Construction

- Construction Start: Spring/Summer 2027
- Estimated Completion: Fall 2028



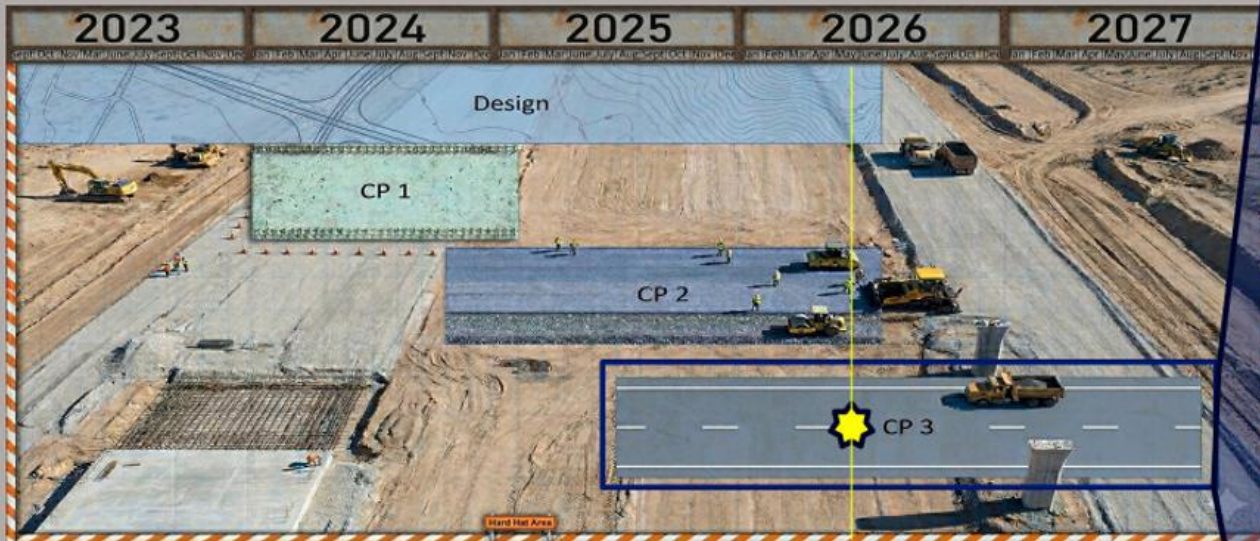
I-25 Segment 5 Updates

Project Timeline



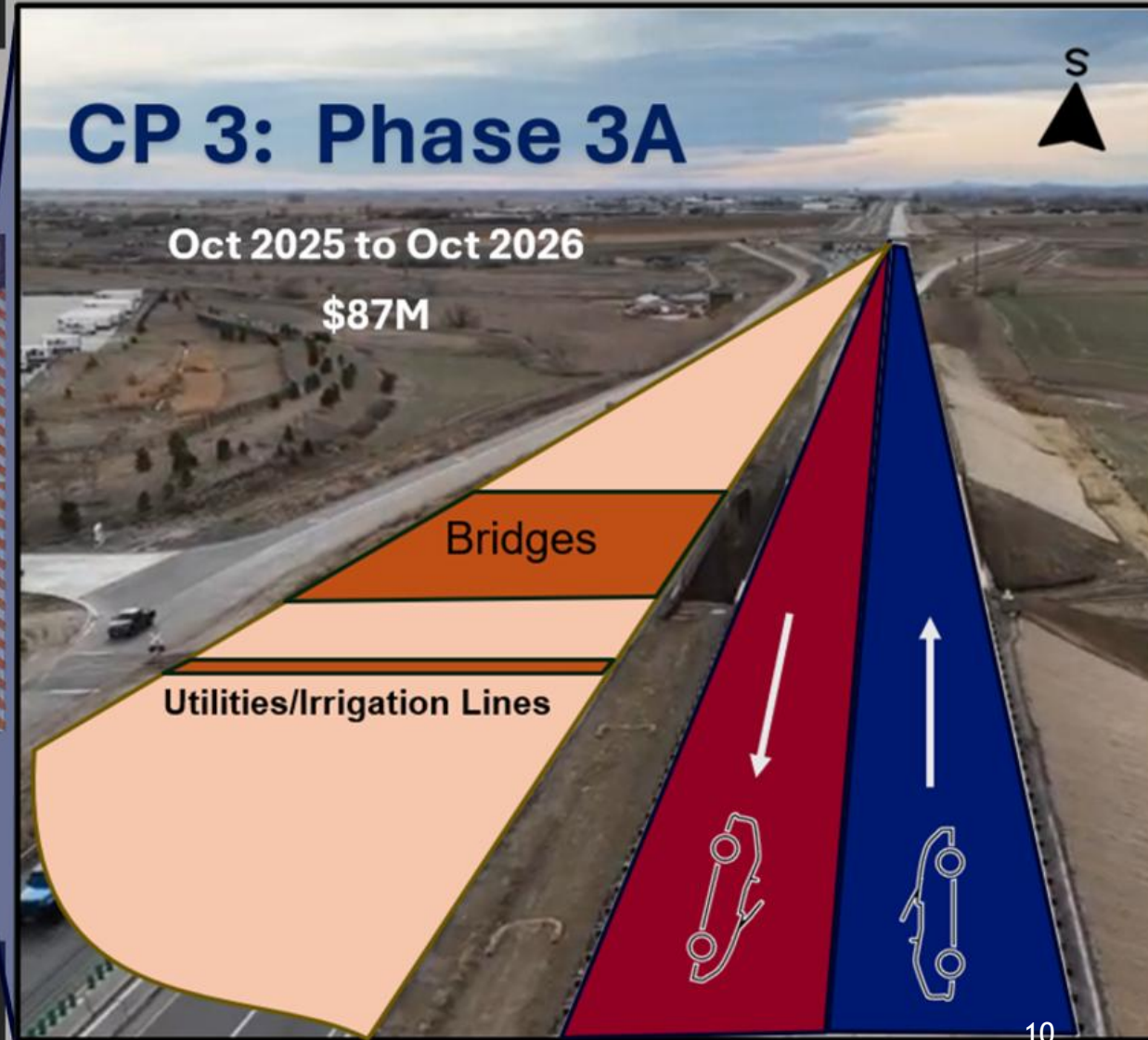
Three Main Construction Packages

Design Complete: 98%



Construction Complete: 68%

Phase 3A - Shift north and southbound traffic to the southbound barrel, widen northbound barrel





Proactive Safety Measures Brainstorm



What we are doing: Engaged with emergency response personnel during design to identify safety measures, access, and coordination.



Improved Proactive Safety Measures:



Rumble Strips
Installed transverse rumble strips in advance of the work zone for an extra alert to drivers.



Wider Shoulders
Added 1' of extra shoulders (2' to 3') so emergency vehicles can "split" the lanes.



Emergency Pullouts
Added 7 emergency pullouts WITH emergency access areas.



Conservative Layout
Prioritizing project dollars to account for more conservative layout (12' standard lanes, more gradual crossovers, longer lasting (epoxy) paint).



Courtesy Patrol
Retaining Courtesy Patrol tow truck to be on call near project.

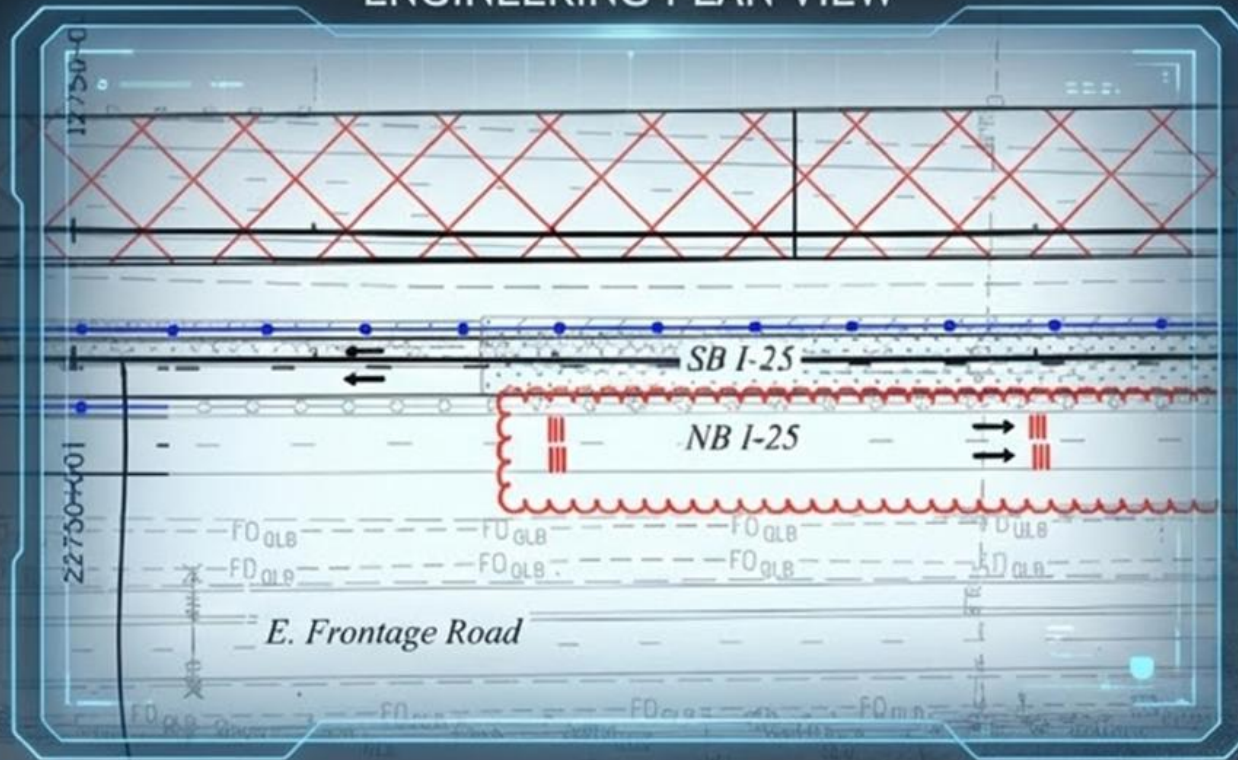


Proactive Safety Measures

Rumble Strips

Transverse Rumble Strips: Alerts drivers that they are entering a work zone.

ENGINEERING PLAN VIEW



REAL-WORLD APPLICATION



Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.



Proactive Safety Measures

Shoulder Width

What we're doing: Added 1' of extra shoulders (2' and 3') so emergency vehicles can “split” the lanes.

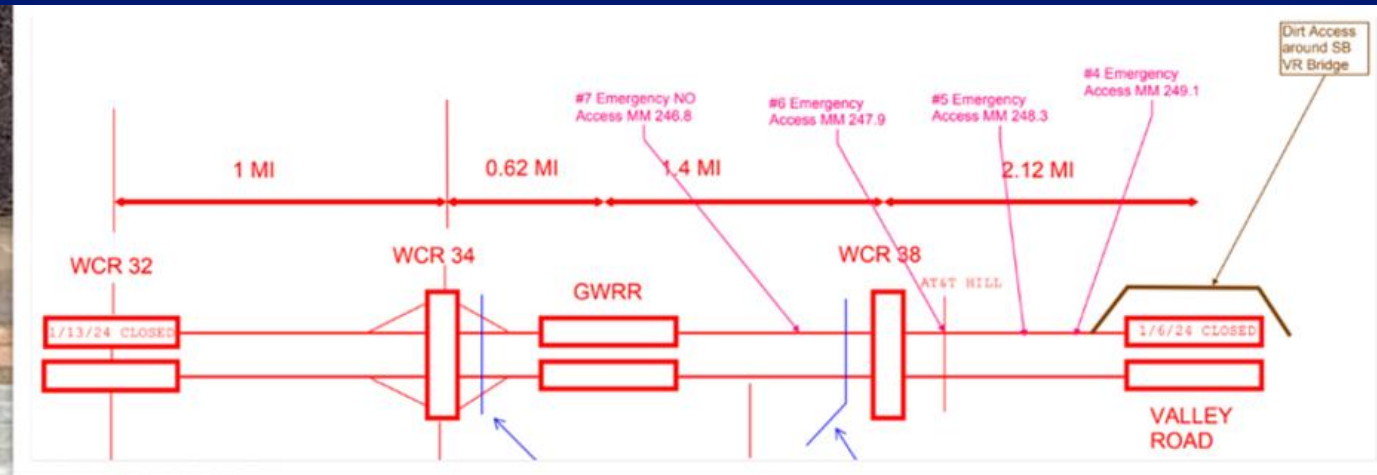




Proactive Safety Measures

Emergency Pull offs

What we're doing: Emergency pull offs, access additions, and emergency response coordination.





Proactive Safety Measures

Speed Camera Enforcement

What we're doing: Attempting to change driver behavior through the work zone to reduce speed and crashes to create a safer environment for motorists and construction workers.

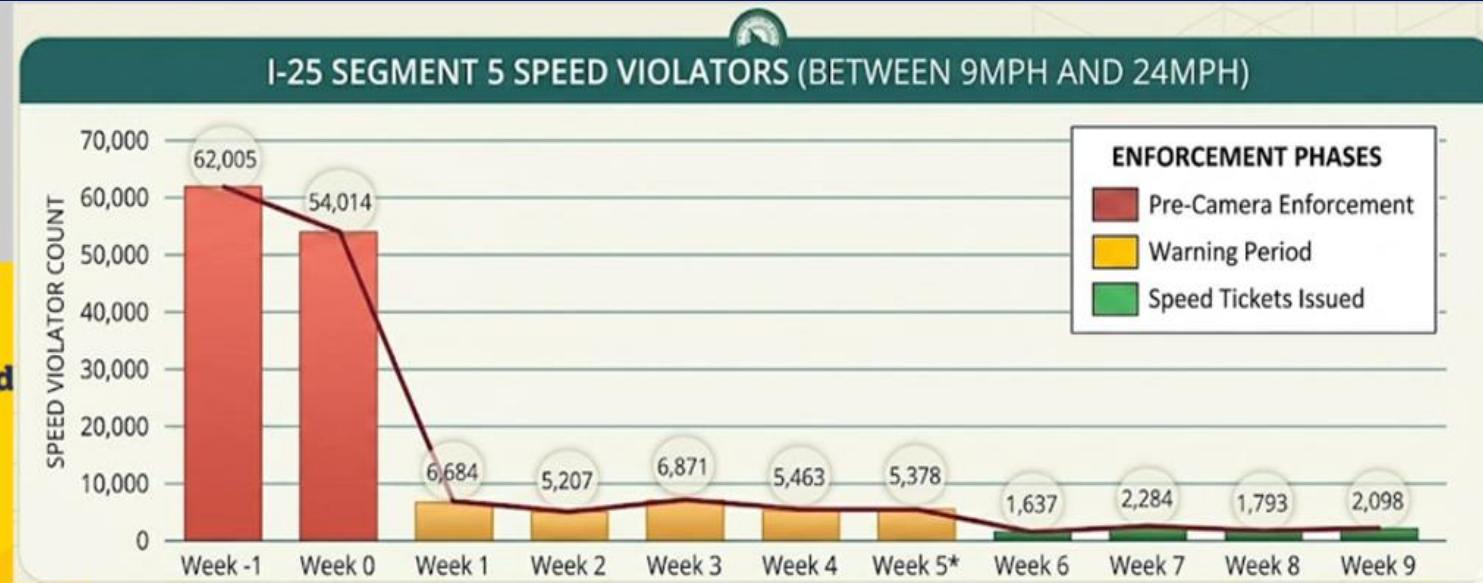
Camera 1:
Entry time recorded.



Camera 2:
Exit time recorded



Average speed is calculated between each camera by dividing the distance by the travel time. **Vehicles traveling an average of 10 mph or more above the posted speed limit will be issued a civil penalty.**



**REDUCE WORK
ZONE CRASHES**



in total crash rate

FIRST MONTH:

**~39%
REDUCTION**

**LOWER SPEEDS
ALONG AVIS CORRIDORS**



Target Speed Achieved

**REDUCE CRASH
SEVERITY**



Lower Injury Rates



I-25 North Innovations

Right-of-Way (ROW) Incentive Program

ROW approach turned a major acquisition challenge into a model of proactive problem solving, accelerating delivery while strengthening relationships with property owners.

Segment 6 Lesson Learned - Outsmart the attorneys... devised incentive program

Incentive Program:

- If owner signed within 30 days of offer, they would get \$10,000 plus 35% above CDOT's appraised value.
- It worked... 26 of 28 properties signed within 30 days of offer.

Top Benefits:

- Efficient ROW process and proactive and positive interactions with property owners
- Shifted focus away from litigious game playing and prioritized financially benefiting landowners over lawyers
- Efficient construction without delays and “no work” zones
- Increased public trust by delivering “without caveats”
- Lower contingency and “set asides” for risk

Segment 5 & 6 ROW Comparison		Segment 5	Segment 6
Number of Parcels 		28	31
Acres (in Fee) 		42.9	48.0
ROW Procurement	CDOT Fair Market Value Appraisal Value	\$ 3,093,316	\$ 7,077,733
	Last Written Offer/Settlement 	\$ 4,149,237	\$ 13,031,262
	Incentive	\$ 991,602	-
	Total ROW Cost	\$ 5,140,839	\$ 13,031,262
	Delta between FMV and ROW Cost	\$ (2,047,523)	\$ (5,953,529)
	Percentage between FMV and ROW Cost	166%	184%
Construction Impacts 	Median Closing Time	24	122
	Contractor Inefficiency Delay Payout	\$ 0	\$ 875,562
	Other Risk/Inefficiency Realized Costs	\$ 0	\$ 680,777
	Total Construction Impact	\$ 0	\$ 1,556,339
Total ROW Impact		\$ 5,140,839	\$ 14,587,601
Delta between FMV and ROW Impact		\$ (2,047,523)	\$ (7,509,868)
 Percentage between FMV and ROW Impact		166%	206%

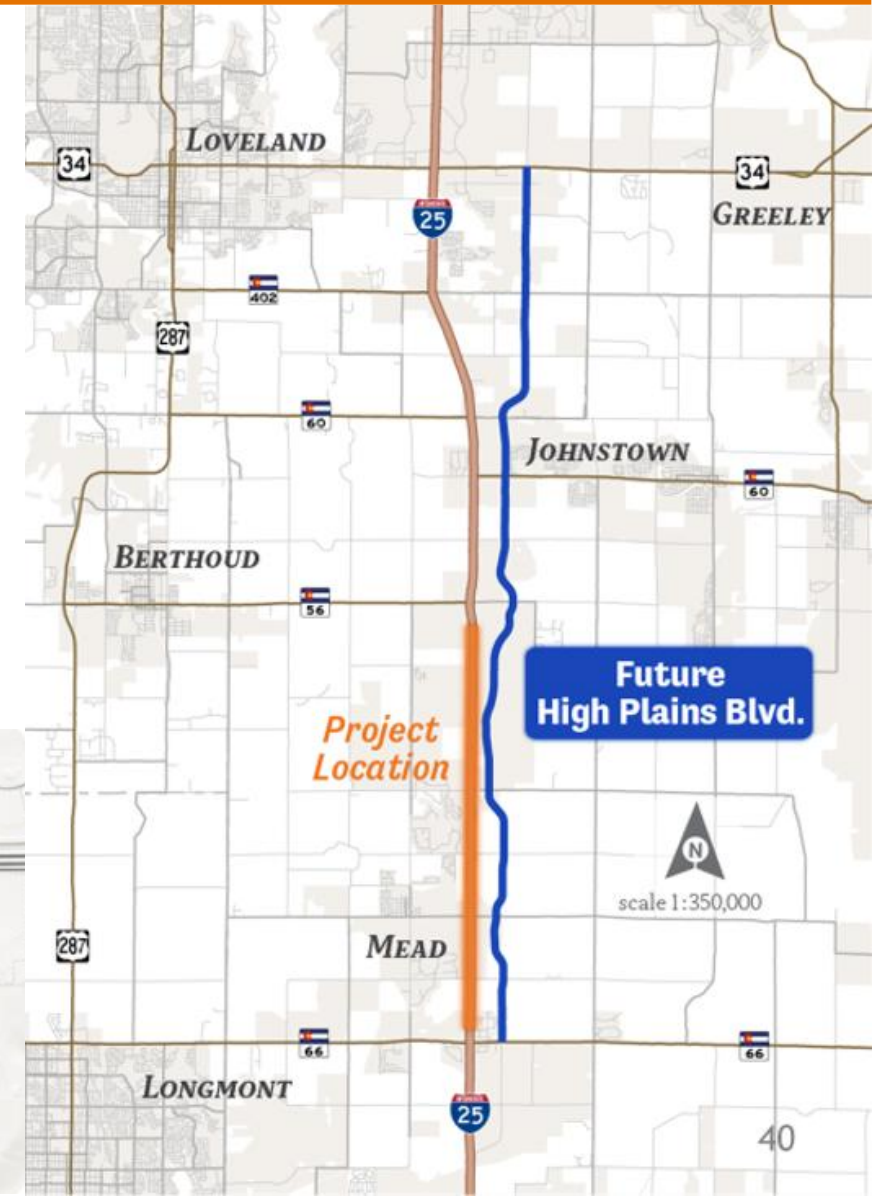
“The greatest improvement has been in ROW acquisition, which has been a true game changer for the project” - RLW/SEMA Team



Adjacent Project Coordination

Frontage Road Transition

- Frontage roads were not designed or intended to handle the traffic volumes due to norther Colorado growth and I-25 congestion, when analyzing:
 - Safety and accident history
 - Operations
 - Access
 - Development
 - I-25 construction ROW needs

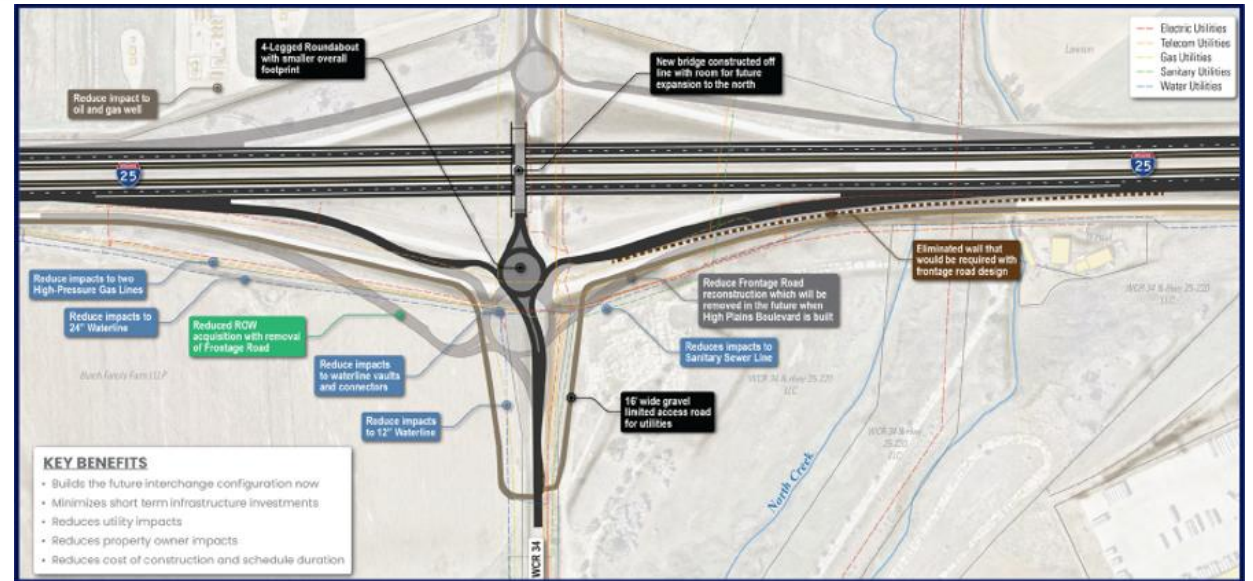
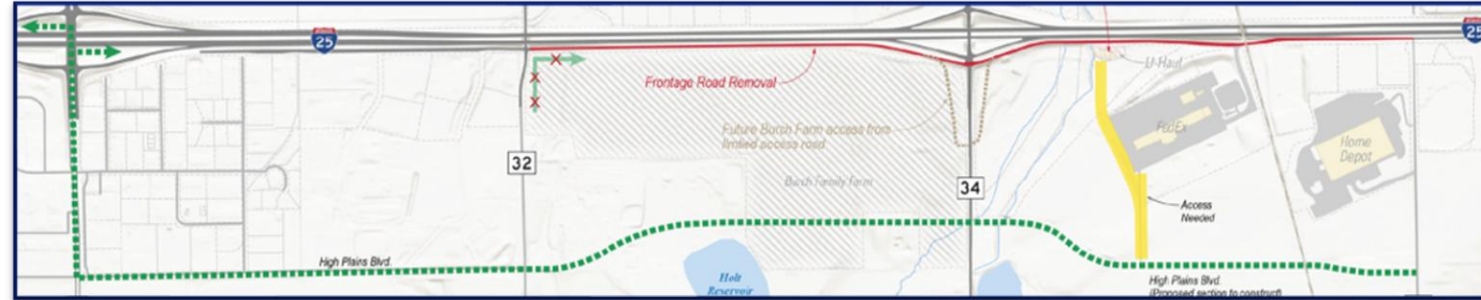




I-25 North Innovations High Plains Blvd Partnership

Leveraging local partnerships to turn a big challenge into a big opportunity.

- Collaborated with Weld County, the Town of Mead, and two private developers
- CDOT orchestrated the locals accelerating the design and construction of a two-mile segment of HPB
- Eliminated the need for extra legs in the roundabout in a constrained right of way area with many utilities
- Avoided costly temporary infrastructure for CDOT (~\$9M)
- Improved regional traffic flow and safety



At the groundbreaking, one of the participating developers described it as the most effective and expedient “public-private partnership” he had witnessed in his 30-year development career.



I-25 Segment 5 Updates

Budget & Funding

Segment 5 Project Cost History

Initial Project Estimate	\$ 414,695,517
--------------------------	----------------

Realized Cost Savings

Efficient Team/Management	\$ 4,450,771
Project Innovations	\$ 43,500,000
Unrealized Escalation	\$ 34,222,218
Total Major Savings	\$ 82,172,989

Projected Total Project Cost **\$ 333,545,517**

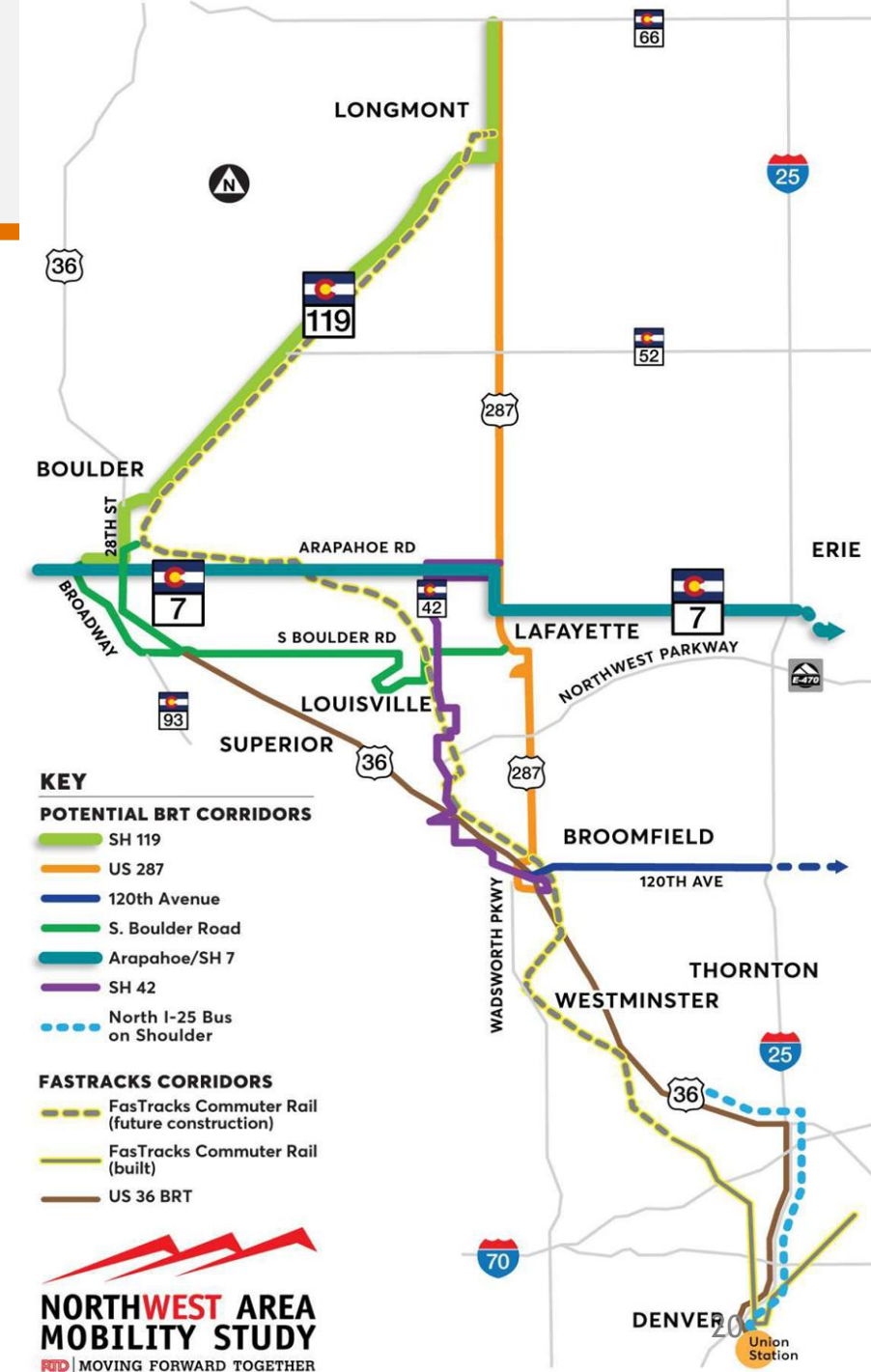
Efficient Project Delivery

	Segment 6		Segment 5	
Program Costs	\$ 299,095,206.61		\$ 342,222,180.59	
Category	Cost	Program Percentage	Cost	Program Percentage
ICE	\$ 1,991,559	0.67%	\$ 285,000	0.08%
Design	\$ 23,399,562	7.82%	\$ 23,096,664	6.75%
ROW Management	\$ 1,215,000	0.41%	\$ 500,001	0.15%
DTP - Precon	\$ 2,560,575	0.86%	\$ 2,600,000	0.76%
CM - Precon	\$ 2,465,739	0.82%	\$ 700,000	0.20%
Total	\$ 31,632,436	10.58%	\$ 27,181,665	7.94%
Realized Savings			\$ 4,450,771	

Major Project Innovations

Phasing - completed a year sooner	\$ 15,500,000
Reusing paving	\$ 16,500,000
ROW Incentive	\$ 2,500,000
High Plains Blvd collaboration	\$ 9,000,000
Realized Savings	\$ 43,500,000







Construction Packages & Status



- A CM/GC contractor was procured in March 2024 with the contract project limits including the full scope of work identified in the grant application, including Hover.
- Construction Package 1 (CP1) including the CO52 intersection and other elements began in September 2024.
- Construction Package 2 (CP2) including the 63rd Street intersection and other elements began in August 2025.
- CP1 & CP2 will to be complete by the end of 2026.
- Design for the entire scope of the grant will be complete June 2026
- To date approximately \$82.5M has been expended of the \$125M encumbered for both construction packages.



Hover Intersection Improvements

- The third and final construction package (CP3) is specifically for the Hover intersection.
- Early procurements are taking place in April and construction is starting in August 2026.
- The Hover intersection improvements are focused on grade separating the largest traffic through movement and will reduce crashes by up to 50%, reduce 20+ vehicle conflict points and provide a 50% reduction in peak-hour delays.
- There are additional safety and network benefits from the intersection improvements, including reduced crossing lengths for pedestrians.





CO 119 SMBP Construction Update 07/28/2026

Fourmile Canyon Creek Connection





CO 119 - Fourmile Canyon Creek Connection





CO 119 - Jay Rd





CO 119 - 63rd Street Pedestrian Bridge Set 7/10





CO 119 - 63rd Street





New SB CO-119 and CO-52 Alignment





CO-119 and Niwot





I-70 Bethune E & W and Burlington WB (1)

- **Project Scope Delivered (100% Complete & Accepted)**
 - **I-70 Mainline Paving:** Completed 9 miles of 6" mill and HMA Paving (EB & WB) between Bethune and Burlington, 11 miles 3" HMA paving WB Burlington to Kansas.
 - **Strategic Scope Expansion:** Executed a major Change Order to add 11 miles of paving on I-70 (EB Burlington to Kansas) and 11 miles of paving on US 24 (Bethune to Burlington).
 - **Structural Improvements:** Successfully rehabilitated I-70 bridge structures G-27-R and G-28-H and lined a failed culvert on EB I-70.
- **Key Achievements & Big Wins**
 - **Financial Stewardship:** The \$50,342,040.98 project was completed within budget
 - **Massive Production Scale:** Placed a total of 198,216 tons of HMA and paved a total of 98 lane miles.
 - **Exception Ride Quality:** WB Bethune to Burlington achieved an average IRI of 47 and required only two grinds for smoothness. The project overall showed an impressive improvement in smoothness.
- **Stakeholder & Industry Recognition**
 - Earned an Honorable Mention at the CAPA Awards Ceremony and was nominated for a 2026 ICE (Infrastructure Construction Excellence) Award.
 - Received strong, vocal gratitude from the Kit Carson County community for the significant improvements to both US 24 and I-70.



I-70 Bethune E & W and Burlington WB (2)



Bethune Interchange looking westbound



I-70 Bethune E & W and Burlington WB (3)



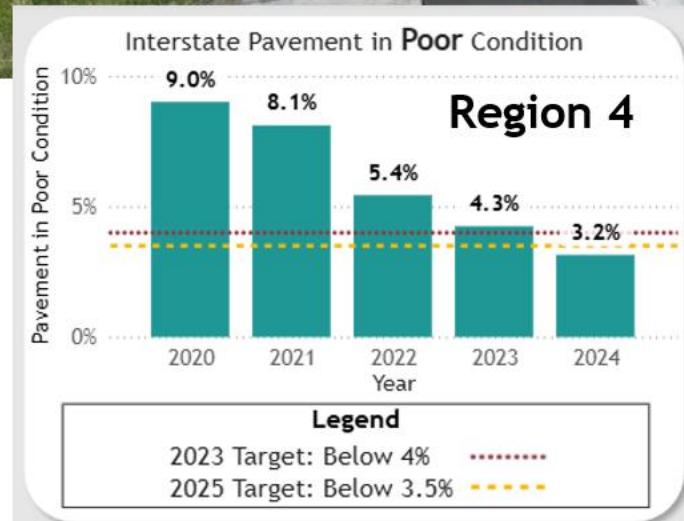
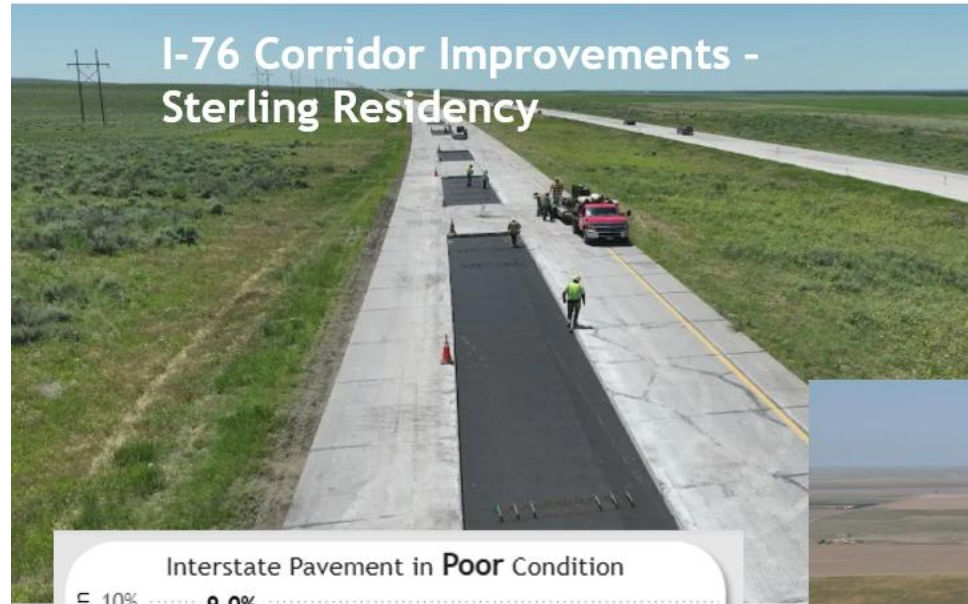
US 24 Bethune looking West



Structure G-28-N on I-70

- Rural Roads over I-70 Pkg 1
- I-70 Bethune to Burlington*
- I-76 & Bijou Creek Bridge
- I-76 Corridor Improvements*
- I-76 & Lost Creek Bridge

* 10 Year Plan Project



I-70 Bethune to Burlington -
Limon Residency



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Jim Fox, Deputy Director of Maintenance, DMO
Date: August 19, 2026

Subject: Wildfire Mitigation Project Update

Purpose

This memo provides a status update on the wildfire mitigation emergency project.

Action

Information only; no action requested.

Background

On March 26, 2026, the Chief Engineer and CDOT Chief Procurement Official approved an emergency procurement for contractor-led wildfire mitigation effort. Driven by the 2025-26 winter's dry, warm conditions, this project aims to reduce roadside fuel loads by:

- Removing diseased trees or trees that are greater than 50% dead
- Removing ladder fuels, lower branches and combustibles

Funding was approved on April 16, 2026 and two contractors were selected to perform the work and started mitigation efforts on April 27, 2026. To date approximately 85% of the \$4,000,000 has been spent and work performed on 130 miles of State highways.

The tree removal and trimming work is anticipated to continue into the first week of September.

Next Steps

The contractors will continue to work on the highways based upon the established prioritization and remaining budget.

Attachments

Presentation



COLORADO

Department of Transportation

Wildfire Mitigation Project Update

August 19, 2026



Project Background

In response to the dry and warmer weather conditions experienced during the 2025-26 winter season, CDOT staff executed an emergency project to perform wildfire mitigation activities adjacent to selected highways that included:

- Removal of dead trees
- Removing branches close to the ground

Funding for this effort was approved in April 2026 utilizing the snow and ice contingency funds from CDOTs FY26 maintenance levels of service (MLOS) budget. Two contractors were selected, each receiving a \$2M budget.

Work began on April 27, 2026, utilizing two contractors along with their subcontractors:

- Traffic control
- Wildlife biologist





Project Purpose



The purpose of this project is to perform wildfire mitigation alongside selected highways with four (4) specific objectives:

- Enhanced protection of potential evacuation routes
- Can serve as control lines/fire breaks
- Reduce impacts of smaller roadside fires
- Maintain mobility for fire suppression crews

The highways for this project were selected using wildfire probability data that provided a prioritization.

Other benefits are gained:

- Sight distance improvements
- Aesthetics

While each wildland fire is different, mitigation efforts alongside highways provide a potential benefit to slowing the spread of a fire along with conditions once a fire has started.



Project Execution

Contractors assigned the highways to perform work:

- Asplundh started in Regions 1 and 4
 - Completed
 - SH-119
 - SH-93
 - SH-128
 - In progress
 - SH-72
- VM West started in Region 2
 - Completed
 - SH-67
 - SH-115
 - SH-96
 - In progress (paused)
 - SH-165
 - Planned (8-17-2026)
 - US-24

County	Highway	Mile Markers	Length (mi)	CDOT Region
Boulder	CO 119	MM 0 to MM 40	40	1/4
Boulder/ JeffCO/Gilpin	CO 72	MM 10 to MM 53	43	1/4
JeffCO	CO 93	MM 7 to MM 10	3	1
JeffCO	CO 128	MM 1 to 3	2	1
Boulder/Larimer	CO 36	MM 2 to 34	32	4
Boulder	CO 7	MM 12 to 32	20	4
Garfield	CO 325	MM 1 to 11	10	3
El Paso / Teller / Park	US 24	MM 254 to 292	38	2
Garfield	CO 13	MM 5 to 18	13	3
Garfield	I 70	MM 104 to 129	25	3
Eagle	I 70	MM 129 to 181	52	3
Eagle	CO 24	MM 144 to 161	17	3
Summit	I 70	MM 188 to 200	12	3
Summit	CO 9	MM 104 to 111	7	3
Larimer	CO 287	MM 357 to 377	20	4
Larimer	CO 14	MM 84 to 116	32	4
Clear Creek / JeffCO	I 70	MM 242 to 257	15	1
Clear Creek / JeffCO	CO 40	MM 270 to 284	14	1
Clear Creek / JeffCO	CO 6	MM 258 to 271	13	1
JeffCO	CO 74	MM 1 to 18	17	1
JeffCO	CO 285	MM 229 to 248	19	1
Teller/Douglas	CO 67	MM 77 to 100	9	2
El Paso / Fremont	CO 115	MM 27 to 40	13	2
Custer	CO 96	MM 9 to 24	15	2
Custer / Pueblo	CO 165	MM 1 to 28	27	2
Pueblo	CO 78	MM 1 to 12	11	2
La Plata	CO 160	MM 60 to 154	94	5
Archuleta	CO 84	MM 1 to 27	26	5
Archuleta	CO 151	MM 24 to 33	9	5
La Plata	CO 172	MM 7 to 24	17	5
La Plata	CO 140	MM 17 to 23	6	5
La Plata	CO 550	MM 23 to 47	24	5
Montezuma	CO 491	MM 27 to 36	9	5
Montezuma	CO 160	MM 28 to 42	14	5



Project Status



Northern Front Range

- Contractor is actively working to complete hand trimming work on SH-72 with remaining project funds

Southern Front Range

- Contractor has paused work
 - Was working on the northern section of SH-165 when the Aspen Acres fire started
 - Much of the team shifted resources to support fire suppression efforts with other fires in the State
- Planning to start again with crews mobilizing to US-24 on August 17, 2026



Project Budget

The total budget for this project was \$4M and evenly split between the two contractors.

As of August 4, 2026, the project has spent:

- Asplundh - \$1.85M
- VM West - \$1.54M

Work performed alongside the highways require traffic control that includes pilot car operations and flaggers to control side roads.

To comply with wildlife laws, the contractors were required to hire wildlife biologist to scout and mark areas of no-work.





Project Challenges

Emergency Project

- Due to conditions, worked to quickly mobilize contractors to perform the work

Unknown Production Rates

- No design phase of project so quantities and densities of trees needing to be addressed was unknown

Traffic Control

- The majority of project highways completed were two-lane requiring pilot car operations
- The highways had many driveways and side streets requiring expanded flagging operations
- Traffic control expenses approximately 30% of project budget

Red Flag Warnings

- When a red flag warning is issued for an area, the contractor is required to stop work





Project Accomplishments (1/3)

Both contractors initiated work in the week of April 26, 2026. This included reconnaissance and wildlife surveys.

Tree removal/trimming work started the week of May 11, 2026.

The cycle of work for each highway includes:

- Reconnaissance
- Wildlife surveys
- Tree removal/trimming
- Clean-up

To date, the project accomplishments are:

- Miles Completed: 130
- Trees Removed: 8748
- Trees Trimmed: 4057





Project Accomplishments (2/3)



Before



After

SH-119
Wildfire Mitigation



Project Accomplishments (3/3)

SH-72 Wildfire Mitigation



Before



After



COLORADO

Department of Transportation

Thank You



Jim Fox, PE

Deputy Director of Maintenance
james.fox@state.co.us

Transportation Commission Meetings

July 15-16, 2026

Transportation Commission Workshop (TC) Notes

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

12:00 - 3:00 PM Attendance:

All 11 Transportation Commissioners were present: Chair: Shelley **Cook**, Vice Chair: Barbara **Bowman**, Carl **Castillo**, Cecil **Gutierrez**, Hannah **Parsons**, Juan Marcano, Rick **Ridder**, Terry **Hart**, Diane **Barrett**, Barbara **McLachlan**, and Todd **Masters**.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: CDOT is submitting its first budget amendment to the FY 2026-27 Annual Budget in accordance with Policy Directive (PD) 703.0. CDOT's Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the first budget amendment to the FY 2026-27 Annual Budget, which consists of one item that requires TC approval. The first budget amendment reallocates \$2.2 million from the Congestion Mitigation and Air Quality line (Line 54) to the Bustang line (Line 48) to maintain expanded Bustang service levels.

For more details regarding this workshop please see the [July 2026 TC Packet](#) (Pages 3 - 22).

Discussion

- Before discussing actual budget amendments, Director Lew, Chief Engineer Stefanik, and CFO Sudmeier discussed CDOT's efforts around several wildfires currently burning throughout Colorado. Most notably, Region 2 maintenance crews rebuilt a burned-down timber bridge and did related debris mitigation on CO 165 overnight in under 11 hours, allowing evacuations to continue.
- Chair Ridder asked what other CDOT facilities are in danger of fire damage, especially since one current fire is advancing toward a CDOT maintenance facility. Chief Engineer Stefanik noted that timber bridges are most at-risk, all bridges and culverts are in at least some danger, and maintenance facilities are evacuated if needed. Roadside Fire Mitigation is ongoing statewide to protect all CDOT facilities and potential evacuation routes.

- A Commissioner asked if the first budget amendment would help close CDOT's current budget deficit. Jeff said that it would, but doesn't have specific numbers for this yet.
- Commissioner Gutierrez asked what would happen after the three-year period affected by the combination of Initiative 175 (if passed by voters in November) and HB26-1430 (which the Governor has already signed). Jeff believes this legislation would not require returning to voters, and previous funding levels would return to previous levels after three years.
- A Commissioner asked about the Division of Motor Vehicles' DRIVES software.
- Chair Ridder asked if revenues from SB26-141(Wildlife Collision Prevention) would provide an ongoing, sustainable funding source like bonding for wildlife overpasses, and CFO Sudmeier thought that it would.

Scenic and Historic Byways Program - Garrett Seddon, and Lenore Bates

Purpose and Action: This workshop provided information-only updates on the Colorado Scenic and Historic Byways program.

For more details regarding this workshop please see the [July 2026 TC Packet](#) (Pages 23 - 47).

Discussion

- Commissioner Castillo appreciated the story app, and then asked about bicycle access along Colorado's Scenic Byways. Lenore noted that many byways have trailheads, campgrounds, and other bike/ped resources along them, and that many RV drivers use bikes to get around the camping areas. Many bike/ped events cause closures to motor vehicles on parts of these highways.
- Commissioner Bowman thanked Lenore and DTD Director Darius Pakbaz for their leadership of Colorado's Scenic Byways. She also noted how CDOT's Scenic Byways Program has won awards in the past year for design guidelines, social media activity, and conservation.

Adjourned at 4:30 PM.

Transportation Commission (TC) Board Meeting

Thursday, July 16, 2026 - 9:00 AM

Call to Order, Roll Call

Chair: Rick Ridder, Vice Chair: Hannah Parsons,

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

Public Comments

Public Commenters YouTube Video

https://www.youtube.com/live/F6_WiAg5Weg?si=3lDcnaHe2ajovcET Timestamp 1:35 - 3:55.

Mike Rawluk commented on wildlife overpasses, especially along CO 93 between Boulder and Golden. There are currently no such overpasses on this highway, even though an elk herd lives near Rocky Flats. As CDOT considers adding lanes to this highway c. 2030, Mr. Rawluk asks to consider adding one or more wildlife over/underpasses at key points on CO 93. He cited a 93% reduction in animal/vehicle incidents after these were installed along CO 9.

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

- Newly-elected Chair Ridder presented an honorary gavel to Commissioner Cook for her distinguished service as the previous Chair. Chair Ridder plans to continue Commissioner Cook's practice of meeting with stakeholders throughout every region of Colorado.
- Commissioner Hart noted multiple wildfires being the biggest challenge that Colorado currently faces, especially the Aspen Acres Fire in his TC district. He applauds the service of first responders, local citizens helping each other, and CDOT employees going above and beyond the call of duty. CDOT staff provided

especially with protecting a critical timber bridge from being destroyed, working 11 hours through the middle of the night to install a temporary bridge for firefighters and evacuees. Region 2 staff did this work, but all CDOT regions' staff is doing work like this on fires statewide.

- Commissioner Bowman echoed Commissioner Hart's thanks for all who are fighting wildfires, and to those who've suffered losses from them. She also thanked Darius Pakbaz and Lenore Bates for their work on the CDOT Scenic Byways Program. She is online because she had just attended the annual CDOT Traffic Safety Summit in Grand Junction, and thanked Region 3 and Grand Valley MPO staff for staging this event. And she is encouraged to see so much construction work happening on Colorado's roads.
- Vice Chair Parsons thanked CDOT for its fire mitigation efforts, and for its Scenic Byways presentation.
- Commissioner Gutierrez thanked former Chair Cook and former Vice Chair Bowman for their leadership over the past year. He appreciates the varied backgrounds that each commissioner brings to this group, and noted Chair Ridder's book as "required reading." While he always likes seeing Colorado being ranked #1 for one thing or another, he's concerned with the latest ranking of Colorado as #1 for road rage incidents, with a 54% increase in calls to the State Patrol over the past year.
- Commissioner Castillo appreciated the public comment calling for more wildlife crossings, and drove past a mountain lion struck by a vehicle on his way home to Lyons just last night. He greatly appreciates the new bike/ped bridge installed over CO 119 between Boulder and Longmont. "Whether we like biking or not, it's highly prevalent in Boulder, and this infrastructure protects all vehicles."
- Commissioner McLachlan thanked CDOT staff statewide for their service during the latest wildfires.
- Commissioner Barrett thanked CDOT staff for their service during the latest wildfires.
- Commissioner Masters worries that wildfires will remain into the winter, and asks all Coloradans to support each other with aid as needed. He also asked all Colorado drivers to slow down and be safe, especially in school zones as schools go back into session.
- Commissioner Cook thanked new Chair Ridder for his acknowledgement of her service as Chair, to former Vice Chair Bowman for her support, and to her predecessors for their assistance throughout her term as Chair. She also appreciated the hospitality of every CDOT region throughout her travels. Finally, she thanked CDOT staff for helping to make all this work.

CDOT Executive Director's Report - Shoshana Lew

- Director Lew started by thanking former Chair Cook for her service, and looks forward to working with new Chair Ridder. She then addressed the wildfires and the need to shift people around to meet different needs. Region 2's work on the CO 165 bridge is an example of how much CDOT staff can do to address and prevent emergency needs. She thanked the Commission for its recent emergency funding for this.

Chief Engineer's Report - Keith Stefanik

- Keith noted that much of his staff is still in Grand Junction following the recent Traffic Safety Summit. CDOT will soon install its next Automatic Speed Zone Enforcement System in Pueblo County. He realizes that Colorado still has a long way to go with preventing and mitigating wildfire effects statewide. CDOT's Capital Program estimates 112 advertised projects statewide for 2026, valued at \$925M. They now estimate total contractor payments at \$960M for 2026, about \$60M over their original estimate.

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

- CTIO held its monthly Board meeting yesterday, and swore in new Board Member Laura Warren to represent the I-70 Mountain Corridor.

Federal Highway Administration (FHWA) Report - Andy Wilson

- Andy thanked and congratulated CDOT for its work on the recent Traffic Safety Summit. FHWA is working very hard on the I-270 NEPA document, which is very close to being ready.

Statewide Transportation Advisory Committee (STAC) Report - STAC Chair Gary Beedy

- There was no July STAC meeting, and the next meeting will be held virtually on Thursday, August 6, 2026.
- Chair Beedy is a farmer, and noted that the recent wheat harvest was the worst in over 60 years. This will require more imports, and thus more transportation needs. Many wind turbines are being replaced, thus leading to more specialized transportation needs.
- The Freight Advisory Committee (FAC) meets at Denver International Airport (DEN) next week, which could help raise awareness of how much freight goes through there. DEN is not served by any state highways, so the Colorado Aeronautics Board provides a surprising amount of support for transportation to and around it.
- St. Vrain power plant also has specialized transportation needs, with extra-heavy equipment having to go around at least three bridges which could not

have handled it. This is a great reminder of the need for CDOT's system to stay as resilient as possible.

Discuss and Act on Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of June 18, 2026
- Proposed Resolution #2: IGA Approval >\$750,000
Commissioner Masters moved to remove this resolution from the consent agenda, Commissioner Castillo seconded it, and it passed unanimously.
- Proposed Resolution #3: Shaw Creek Rest Area- Granting Electrical Easement to San Luis Valley Electric
- Proposed Resolution #4: US 34 Access Permit Appeal
- Commissioner Bowman moved to approve Proposed Resolution #s 1, 3, and 4, Commissioner McLachlan seconded, and they all passed unanimously.

Proposed Resolution #5: 1st Budget Amendment of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

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

Proposed Resolution #6: 1st Budget Supplement of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

Commissioner Cook noted that creation of the CO 165 temporary bridge required a relatively modest \$150k, and renting needed equipment showed CDOT's ingenuity. Commissioner Cook moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Proposed Resolution #2: IGA Approval >\$750,000

Commissioner Masters moved to add Lincoln County IGA #27572 to this list, Commissioner Castillo seconded, and it passed unanimously.

Commissioner Barrett moved to approve this new resolution, Commissioner Bowman seconded, and it passed unanimously.

Other Matters

- Aspen Acres Fire- Shane Ferguson and Region 2 Maintenance
 - Chair Ridder noted that these people are still working on this fire, and asked to postpone this recognition until they can attend.

Adjournment

- The TC Board Meeting adjourned at 10:00 am.
- The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, August 19-20, 2026.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Lauren Cabot

Date: August 4, 2026

Subject: Intergovernmental Agreements over \$750,000.00

Purpose

Compliance with CRS §43-1-110(4) which requires intergovernmental agreements involving more than \$750,000 must have approval of the Commission to become effective. In order stay in compliance with Colorado laws, approval is being sought for all intergovernmental agencies agreements over \$750,000 going forward.

Action

CDOT seeks Commission approval for all IGAs contracts identified in the attached IGA Approved Projects List each of which are greater than \$750,000. CDOT seeks to have this approval extend to all contributing agencies, all contracts, amendments, and option letters that stem from the original project except where there are substantial changes to the project and/or funding of the project.

Background

CRS §43-1-110(4) was enacted in 1991 giving the Chief Engineer the authority to negotiate with local governmental entities for intergovernmental agreements conditional on agreements over \$750,000 are only effective with the approval of the commission.

Most contracts entered into with intergovernmental agencies involve pass through funds from the federal government often with matching local funds and infrequently state money. Currently, CDOT seeks to comply with the Colorado Revised Statutes and develop a process to streamline the process.

Next Steps

Commission approval of the projects identified on the IGA Project List including all documents necessary to further these projects except where there are substantial changes to the project and/or funding which will need re-approval. Additionally, CDOT will present to the Commission on the Consent Agenda every month listing all the known projects identifying the region, owner of the project, project number, total cost of the project, including a breakdown of the funding source and a brief description of the project for their approval. CDOT will also present any IGA Contracts which have already been executed if there has been any substantial changes to the project and/or funding.

Attachments

IGA Approved Project List



COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Hope Wright, Real Estate Asset Manager and Keith Stefanik, P.E. Chief Engineer

Date: August 20, 2026

Subject: The Old Broomfield Maintenance Site, Parcel 1-EX, City and County of Broomfield

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare Parcel 1-EX, located at 7701 W 120th Ave in the City and County of Broomfield, as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S) 43-1-210(5), the Department of Transportation is authorized, subject to approving resolution of the Transportation Commission, to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 1 is requesting the Transportation Commission adopt a resolution to declare Parcel 1-EX as excess property and allow for its disposal.

Background

CDOT acquired the old Broomfield maintenance site, now known as Parcel 1-EX, in 1941 for the use and benefit of the Department of Highways as a maintenance site. The property contains 17,525 sq. ft. (0.402 acres) (+/-) and 1 concrete masonry unit building, which was acquired with the property in 1941.

An unrecorded quitclaim deed from 1984 was discovered, indicating CDOT's intent to convey the subject property to the Colorado State Patrol (CSP). From 1984 through 2024, CSP continuously occupied and utilized the property as a troop office and storage facility. In 2024, CSP formally notified CDOT that it had vacated the property and no longer required the use of Parcel 1-EX.

Upon completion of a thorough search of the real property records of both the City and County of Broomfield and Boulder County, it was confirmed that the conveyance deed from CDOT to CSP was never legally recorded. Prior to November 15, 2001, the property

was situated within the jurisdictional boundaries of Boulder County, Colorado, and was subsequently encompassed within the City and County of Broomfield upon its official establishment as a consolidated city-county.

Details

CDOT Region 1 has determined that Parcel 1-EX is of use to more than one owner or potential owner and pursuant to C.R.S. 43-1-210(5)(a)(IV)(A) when a parcel that is no longer needed for transportation purposes and is of use to more than one owner or potential owner “any political subdivision of this state including but not limited to any state agency, city or town, or county located within the boundaries of the property or interest therein shall have first right of refusal to purchase or exchange such property or interest at the fair market value”.

Pursuant to C.R.S. 43-1-210(5)(a)(IV)(B) if no political subdivision exercises its first right of refusal, CDOT will dispose of Parcel 1-EX at fair market value. CDOT will be relieved of maintenance responsibilities and liability associated with Parcel 1-EX. CDOT will also obtain revenue from the disposal of Parcel 1-EX that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-106 and C.R.S. 43-1-210, CDOT will dispose of Parcel 1-EX containing 17,525 sq. ft. (0.402 acres) (+/-) of land that is no longer needed for transportation purposes at fair market value.

Attachments

Legal Description with Exhibit

EXHIBIT "A"

PARCEL NUMBER: 1-EX DATE: April 8, 2026 PROPERTY DESCRIPTION

A tract or parcel of land No. 1-EX of the Department of Transportation, State of Colorado, containing 17,525 sq. ft. (0.402 acres), more or less, being a portion that parcel of land described in Book 714 at page 227, as recorded on 02/14/1942, in the records of Boulder County, Colorado, lying in the SW 1/4 of Section 35, Township 1 South, Range 69 West, of the 6th Principal Meridian, in the City and County of Broomfield, Colorado, said tract or parcel being more particularly described as follows:

COMMENCING at the southwest corner of said SW 1/4 of Section 35;
Thence S89°48'00"E, along the south line of said SW 1/4 of Section 35, a distance of 1973.00 feet, to a point of intersection with the extended west line of said parcel of land described in Book 714 at page 227;
Thence N00°00'00"E, along said extended west line, a distance of 35.00 feet, to a point on said west line of said parcel of land described in Book 714 at page 227, said point being the TRUE POINT OF BEGINNING;

Thence N00°00'00"E, along said west line of said parcel of land described in Book 714 at page 227, a distance of 236.93 feet, to the northwest corner of said parcel of land described in Book 714 at page 227;

Thence southeasterly on a non-tangent curve to the right, and along the northeasterly line of said parcel of land described in Book 714 at page 227, said curve having a radius of 2814.93 feet, a delta angle of 02°22'47", an arc length of 116.91 feet, and a chord bearing S48°49'52"E a distance of 116.90 feet, to the northeast corner of said parcel of land described in Book 714 at page 227;

Thence S00°00'00"W, along the east line of said parcel of land described in Book 714 at page 227, a distance of 160.29 feet, to a point on said east line lying 5.00 feet northerly of the southeast corner of said parcel of land described in Book 714 at page 227;

Thence departing said east line, N89°48'00"W, along a line 5.00 feet northerly of and parallel with the south line of said parcel of land described in Book 714 at page 227, a distance of 88.00 feet, to the TRUE POINT OF BEGINNING.

The above described parcel No. 1-EX contains 17,525 sq. ft. (0.402 acres), more or less.

Basis of Bearings: Bearings used for this property description are based on the south line of the SW 1/4 of Section 35, Township 1 South, Range 69 West, of the 6th Principal Meridian, having an assumed bearing of S89°48'00"E, and being monumented on the west by a 3 1/2 inch aluminum cap on #6 rebar, and monumented on the east by a 3 1/2 inch aluminum cap on #6 rebar.

James A Daley, PLS 37044
For and on behalf of
CDOT, Region 1 R.O.W., North Program
4670 Holly St.
Denver Co. 80216





Sheet Revisions

Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Sheet Revisions

Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Sheet Revisions

Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

EXHIBIT -

Disposal Property - Exhibit

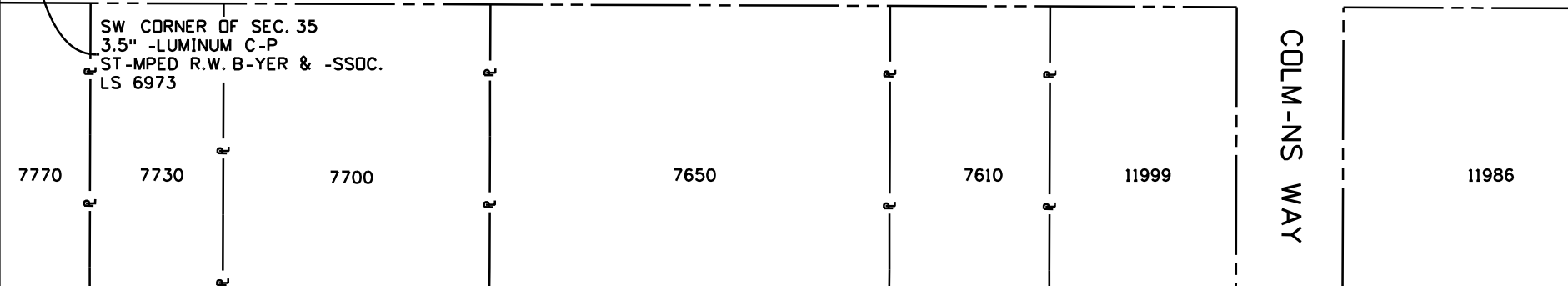
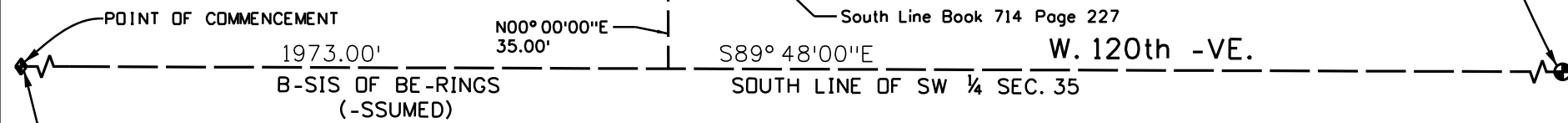
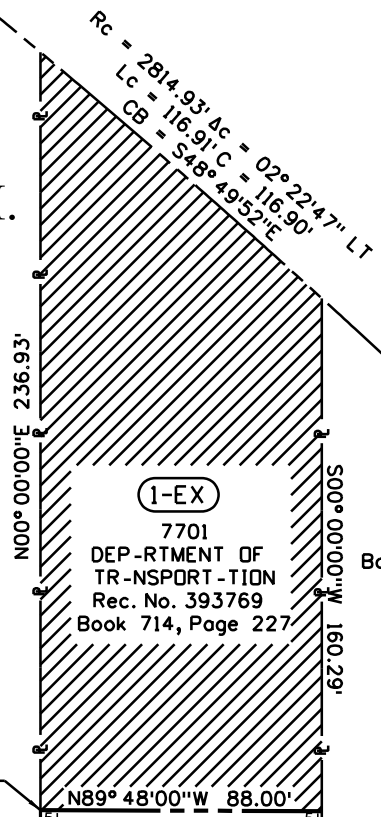
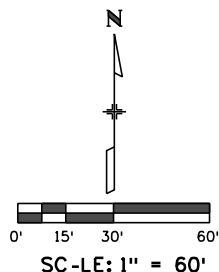
Project Number: N/-		
Project Location: 7701 West 120th -ve. Broomfield		
SW 1/4 SEC 35, T1S, R69W, 6th P.M.		
Project Codes: Last Mod. Date	Subset	Sheet No.
04/07/26	1 to 3	2

SW 1/4, SEC 35
T1S, R69W, 6th P.M.

DISPOSAL PARCEL 1-EX
17,525 SQUARE FEET (0.402 -CRES) †

Notes:

This exhibit graphically depicts the attached legal description only.
This drawing is not, and does not intend to represent a monumented Land Survey Plat.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Herman Stockinger, Transportation Commission Secretary

Date: August 20, 2026

Subject: Transportation Commission member's committee assignments

Purpose

To confirm Transportation Commission member's committee assignments.

Action

Approve a Consent Agenda resolution confirming appointments to the various TC committees.

Background

The Commission Rules state how committees should be filled: "...Members shall be appointed by the Chairman with consent of the full Commission, to all Standing Committees... The Commission shall ratify the appointments of members to Standing Committees by resolution." While other committee assignments need not be ratified by the full Commission, it makes sense to handle all appointments at the same time, and similarly.

Next Steps

None

Attachments

Committee assignments may be found as Appendix A of Proposed Resolution #4 in the Resolutions packet.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer
Date: August 20, 2026
Subject: August Budget Supplement

Transfer Between 10 Year Plan Projects

Region 1

Region 1 requests approval to reallocate the savings balance of \$1,079,132 from the completed I-70 Pegasus Bustang Park-n-Rides (Plan ID 2753) and reallocate \$2,000,000 of funding from Castle Rock Mobility Hub (Plan ID 2714) in strategic funding to Lone Tree Mobility Hub (Plan ID 2744) for a priority investment within Region 1's 10-Year Strategic Plan, essential for improving the efficiency of the Bustang South Line and expanding transit access. See Attachment 1 for more details.

Region 3

Region 3 requests approval of the reallocation of \$3,816,870 in 10-year plan funding from bid savings from the US 550 Montrose to Ouray County Line Safety Improvements (Plan ID 0033) to the Grand Junction Mobility Hub (Plan ID 2747). This transfer is needed to fully fund the construction phase for the intersection improvement project. Transferring the funds will allow the Grand Junction Mobility Hub project to be fully funded for advertisement for construction and will allow the funding to stay in the same Fiscal Year Planned projects. See Attachment 2 for more details.

Request from the Transportation Commission Contingency Reserve

Region 1

Region 1 requests a \$4,595,941 reimbursement from the Transportation Contingency Reserve pool for emergency repairs to Structure F-16-YE. Early 2026 inspections confirmed significant cracking and critical failures at the pier cap. Due to the rapid progression of these cracks, which indicated a risk of critical structural failure, Chief Engineer Stefanik issued an official Emergency Declaration for the structure on January 22, 2026. The region used RPP funding to complete the repairs and is now requesting reimbursement. See Attachments 3 and 4 for more details. Please note you will find Attachments 3 and 4 in the front of the Commission packet, as that material forms the basis for this month's Budget Workshop.

Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-26	Balance 9S26 ROLL FORWARD to 27		\$36,208,536
July-26	Balance 1S27		\$11,058,536
	Budget Push	\$15,000,000	
	Region 1 Structure F-16-YE Emergency Repair	-\$4,595,941	
August-26	Pending Balance 2S27		\$21,462,595

Per the approved set aside of \$20 Million in July 2027, we are establishing “subaccounts” that we will track going forward. \$15 Million for the Aspen Acres Fire and Willow Fire and \$5 Million for various at risk structures due to wildfires across the state. If FHWA reimburses OR if these funds are not needed, they will be returned to the contingency fund. See Below tables.

Aspen Acres and Willow Creek Fires Fund

Date	Transaction Description	Amount	Balance
July-26	Initial Funding	\$15,000,000	
August-26	Pending Blance2S27		\$15,000,000

Statewide At Risk Structures

Date	Transaction Description	Amount	Balance
July-26	Initial Funding	\$5,000,000	
August-26	Pending Blance2S27		\$5,000,000

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-26	Balance 1S27		\$46,435,220
	Return Unneeded TCI Loan 10YP ID 2601	\$7,000,000	
August-26	Pending Balance 2S27		\$53,435,220

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-26	Balance 1S27 ROLL FORWARD		\$1,163,887
	Budget Push	\$12,000,000	
August-26	Pending Balance 2S27		\$13,163,887



COLORADO

Department of Transportation

Region 1
2829 W. Howard Place
Denver, CO 80204

To: Transportation Commission
From: Jessica Myklebust, Region 1 Transportation Director
Paul DesRocher, Director, Division of Transit and Rail
Date: August 5, 2026

Subject: Region 1 10-Year Plan Strategic Funding Project Reallocation Request

Purpose

Periodically, modifications to projects in the 10-Year Plan are necessary during its current cycle. Since the Transportation Commission (TC) is responsible for approving the initial plan, any subsequent changes must also be submitted for approval. Therefore, Region 1 seeks the TC's approval of the August Budget Supplement to reallocate Region 1 10-Year Plan dollars to an existing 10-year plan project.

Background

In 2022, during the update of the original 10-Year Plan, the following projects were allocated with Strategic funding.

- Lone Tree Mobility Hub (Plan ID# 2744) with \$16,700,00 in Fiscal Years (FY) 2019 to FY 2026.
- Castle Rock Mobility Hub (Plan ID# 2714) with \$11,300,00 in Fiscal Years (FY) 2019 to FY 2026.
- I-70 Pegasus Bustang Park-n-Rides (Plan ID# 2753) with \$12,000,00 in Fiscal Years (FY) 2019 to FY 2026.

The Lone Tree Mobility Hub is a priority investment within Region 1's 10-Year Strategic Plan, essential for improving the efficiency of the Bustang South Line and expanding transit access. The facility will feature a steel truss pedestrian bridge, I-25 slip-ramp enhancements for bus stops, and upgraded multimodal trail access, creating a fluid connection network for Bustang passengers across all transit modes. While the project is on track for substantial completion in late fall of 2026, unforeseen challenges have impacted the budget. These include delays in bridge fabrication, right-of-way and utility conflicts, necessary safety-driven material adjustments to the pedestrian bridge, and the resulting need for extended Construction Management oversight and Consultant post-design services support.



COLORADO

Department of Transportation

Region 1 and DTR are currently re-evaluating the Castle Rock Mobility Hub project due to steep cost projections, complex site unknowns, and evolving local priorities. While an optimal site was identified during a comprehensive evaluation phase, the project's financial requirements are expected to exceed the \$9.3 million currently available in the 10-Year Plan.

Region 1 requests approval to reallocate the savings balance from the completed I-70 Pegasus Bustang Park-n-Rides (\$1,079,132.51) and reallocate funding from Castle Rock Mobility Hub (\$2,000,000) in strategic funding to Lone Tree Mobility Hub for the following reasons:

- After a feasibility study earlier this year, the CR MH was shelved due to budget limitations and more local coordination being needed to move the project forward.
- Addresses Advancing Transportation Safety principles and the CDOT goal to Sustainably Increase Transportation Choice principles including new ADA ramps and lighting, upgraded multimodal trail access, a new pedestrian bridge, and addresses a seamless connection network for Bustang passengers.

Action

The TC is requested to approve the reallocation of \$3,079,132.51 in 10-Year Plan Strategic Funding (FY 2019 - FY 2026) from existing project savings and an existing project to another 10-Year Plan Project, Lone Tree Mobility Hub (Plan ID: 2744).

Recommendation

Region 1 and DTR recommend approving the reallocation of FY 2019 - FY 2026 10-Year Plan Strategic Funding as detailed above.

Next Steps

If approved, the Region 1 Business Office will work with the Office of Financial Management and Budget (OFMB) to adjust the funding for the project. The Region will continue with construction anticipated to finish by the end of calendar year 2026.



COLORADO

Department of Transportation

Region 3

Memorandum

To: Transportation Commission

From: Jason C. Smith, Region 3 Transportation Director

Date: July 29, 2026

Digitally signed by Jason
C. Smith
Date: 2026.08.07 10:14:27
-06'00'

Subject: Region 3 10 Year Plan Changes

Purpose

To request the Transportation Commission's (TC) approval of the August Budget Supplement for the reallocation of 10-year plan funding from bid savings from the US 550 Montrose to Ouray County Line Safety Improvements (ID 0032, Project Code 22020) to the Grand Junction Mobility Hub (ID 2747, Project Code 27762). This transfer is needed to fully fund the construction phase for the intersection improvement project.

Action

Approval of the proposed August Budget Supplement to move \$3,816,870 of FY 2022-2026 funding to Plan ID 2747, Grand Junction Mobility Hub from the following:

- \$3,816,870 from Plan ID 0033, US 550 Montrose to Ouray County Line Safety Improvements.

The identified funding is needed to fully fund the construction phase of the project and advertise for construction this season.

Background

The Grand Junction Mobility Hub is the end stop for Bustang and Bustang Outrider services on the I-70 West line and the Durango/Grand Junction line. The Grand Junction Hub plus two other projects were awarded a \$24 million Federal RAISE grant in August of 2023, and these funds will be used as a match to those federal funds to construct the Hub.

The US 550 Montrose Safety project has been constructed, and the project is being closed out and has savings of \$3,816,870 due to favorable negotiations with the contractor.





COLORADO

Department of Transportation

Region 3

Recommendation

Staff recommend approval of the transfer between 10-Year Plan Projects as detailed above. Transferring the funds will allow the Grand Junction Mobility Hub project to be fully funded for advertisement for construction and will allow the funding to stay in the same Fiscal Year Planed projects.

Next Steps

If approved, Region 3 will complete the 10-Year Plan funding request, update the STIP, and begin the budget action request process to fund the construction phase of Grand Junction Mobility Hub project.



Bridge and Tunnel Enterprise Board
Meeting Minutes
June 18, 2026

Present: Diane Barrett, District 1
Shelley Cook, Chair, District 2
Juan Marcano, District 3
Carl Castillo, District 4
Rick Ridder, District 6
Barbara Bowman, District 7
Barbara McLachlan, District 8
Hannah Parsons, District 9
Terry Hart, District 10
Todd Masters, District 11

Excused: Cecil Gutierrez, District 5

And: Staff members, organization representatives, and broadcast publicly

An electronic recording of the meeting was made and filed with supporting documents in the Transportation Commission office.

In June, the Bridge and Tunnel Enterprise Board of Directors approved the following Resolutions:

- BTE1: Regular Meeting Minutes of May 21, 2026
- BTE2: 11th Budget Supplement of FY 2025-26
- BTE3: Asset Ownership of BTE Funded and Completed Structures FY2025-26
- Election of Officers for FY 2026-27. The BTE Board elected Commissioner Rick Ridder as Chair, Commissioner Hannah Parsons as Vice-Chair, and Herman Stockinger as Secretary.



Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Date: August 19, 2026

Subject: Monthly Cash Balance Update

Purpose

To provide an update on cash management, including forecasts of monthly revenues, expenditures, and cash balances for the State Highway Fund, SB 17-267 Trustee Account, and American Rescue Plan Act funds.

Action

No action is requested at this time.

Summary

The actual cash balance for June 2026 was \$1.098 billion; \$798.12 million above that month's minimum cash balance target of \$300.00 million. June's cash balance includes \$706.28 million in the State Highway Fund, \$21.20 million in ARPA Refinance funding, and \$370.64 million in the Senate Bill 267 trustee account.

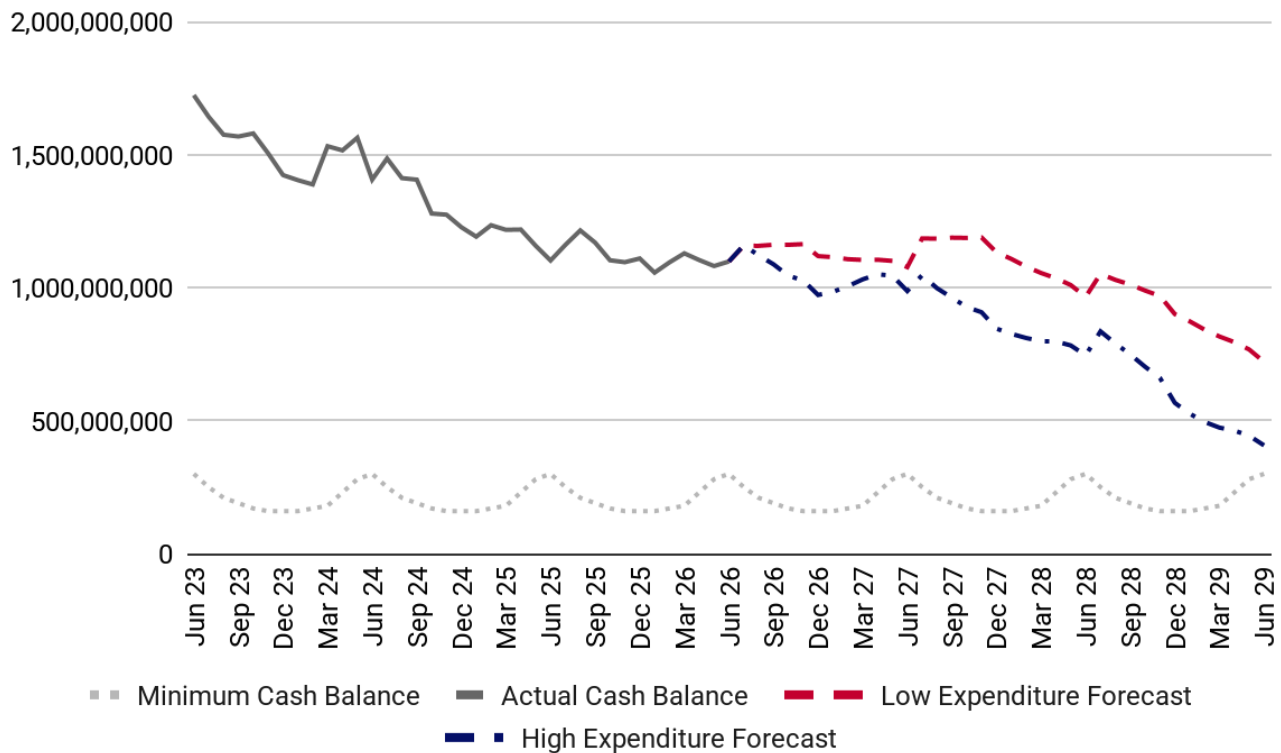
Figure 1 below outlines the Department's 36-month cash forecast. The primary drivers in this forecast include revenue from the state Highway Users Tax Fund (HUTF), federal reimbursements, payments to contractors, and General Fund transfers made pursuant to SB 21-260.

The Fund 400 Cash Balance is expected to gradually decrease over the forecast period as projects funded with SB 17-267 and other legislative sources progress through construction. The sections below provide additional information on the revenues and expenditures forecasted for this memo.



COLORADO Department of Transportation

Figure 1 - Fund 400 Cash Forecast



This forecast provides a range based on forecasted contractor expenditures. The low-expenditure forecast uses historical contractor payments as the basis and assumes the Department’s overall rate of spending will remain consistent throughout the forecast period. The high-expenditure forecast factors in additional expenditures for specific projects over the next 3 years, including expenditures related to I-70 Floyd Hill and I 270. The actual cash balance will depend on the timing of the project and the overall expenditure rate on specific projects.

Cash Balance Overview

The Transportation Commission’s directive (Policy Directive 703.0) outlines targeted minimum cash balances to limit the risk of a cash overdraft at the end of a month to, at most, a probability of 1/1,000 (1 month of 1,000 months ending with a cash overdraft). The forecasted cash balance is expected to remain above the targeted minimum cash balance through the forecast period.

The cash balance forecast is limited to the State Highway Fund (Fund 400 and affiliated funds and trustee accounts). This forecast does not include other statutory Funds, including the Multimodal Mitigation and Transportation Options Fund and funds associated with CDOT enterprises.



COLORADO

Department of Transportation

Revenue Sources Forecasted

The State Highway Fund revenues forecasted in this cash balance include:

- Highway Users Tax Fund - This primarily includes Motor Fuel Taxes, Vehicle Registration Fees, Road Usage Fees, and Retail Delivery fees.
- Miscellaneous State Highway Fund Revenue - This revenue includes proceeds from the sale of state property, interest earned on balances in the cash fund, the issuance of oversize/overweight permits, and revenue from various smaller sources.
- SB 17-267 - This bill directed the State Treasurer to execute lease-purchase agreements on existing state facilities to generate revenue for priority transportation projects.
- General Fund Transfers- Pursuant to SB 21-260, annual General Fund transfers will be made to the State Highway Fund between FY 2024-25 to FY 2031-32. This cash forecast assumes these transfers will be made in July of each year.

Expenditure Sources Forecasted

The State Highway Fund expenditures forecasted in this cash balance include:

- Payments to construction contractors (described in more detail in the section below)
- Staffing expenses and program-related professional services
- Right of Way Acquisition
- Debt Service
- Transfers between CDOT and other state entities
- Maintenance and facilities expenditures
- Grant expenditures
- Other expenditures related to services and equipment.

Cash Payments to Construction Contractors

The current forecast of payments to construction contractors under state contracts (grants paid out under inter-government agreements for construction are accounted for elsewhere in the expenditure forecast) from Fund 400 is shown in Figure 2 below.

Figure 2 - Cash Payments to Construction Contractors (millions)

CY 2019 (actual)	CY 2020 (actual)	CY 2021 (actual)	CY 2022 (actual)	CY 2023 (actual)	CY 2024 (actual)	CY 2025 (actual)	CY 2026 (forecast)
\$669	\$774	\$615	\$841	\$860	\$882	\$962	\$960 *



COLORADO

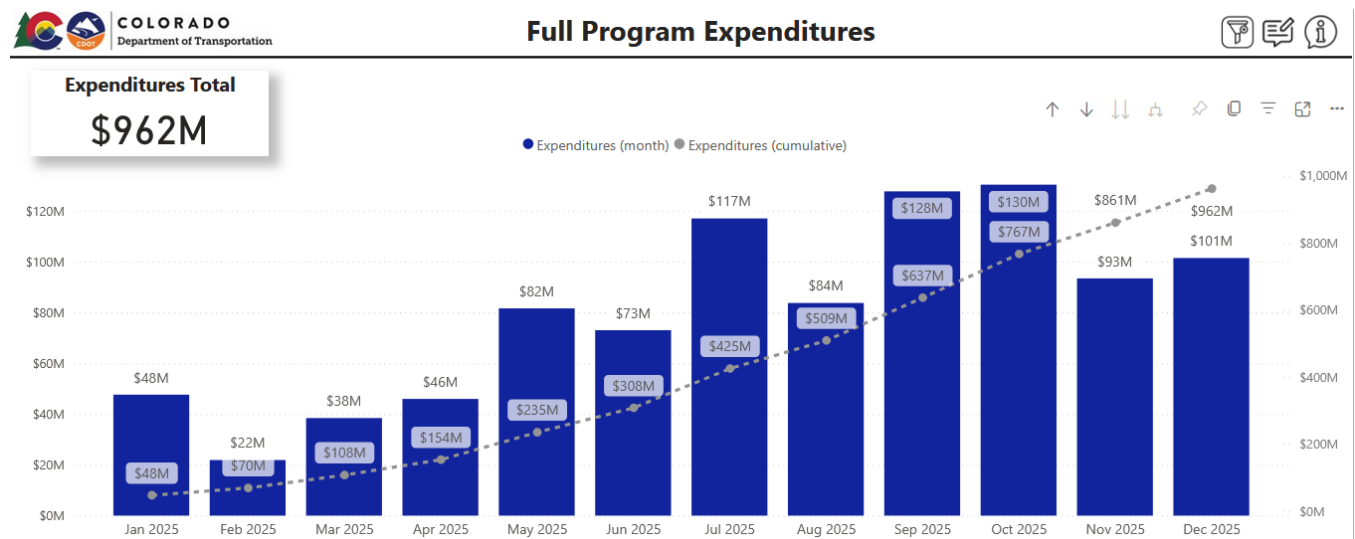
Department of Transportation

*This is a preliminary baseline that will be updated as additional project schedule detail becomes available.

Figure 3 details the final CY25 actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, June 2026 month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 0.77 (actual expenditures vs. baseline). There were \$313.4M actual expenditures YTD vs. the baseline of \$407.7M. The CY 25 baseline included expenditures from 219 projects, while the CY 26 baseline includes expenditures from 205 projects. Figure 4 details the CY26 baseline and forecasted expenditures.

Figure 3 - Dashboard View, CY 25 Year End

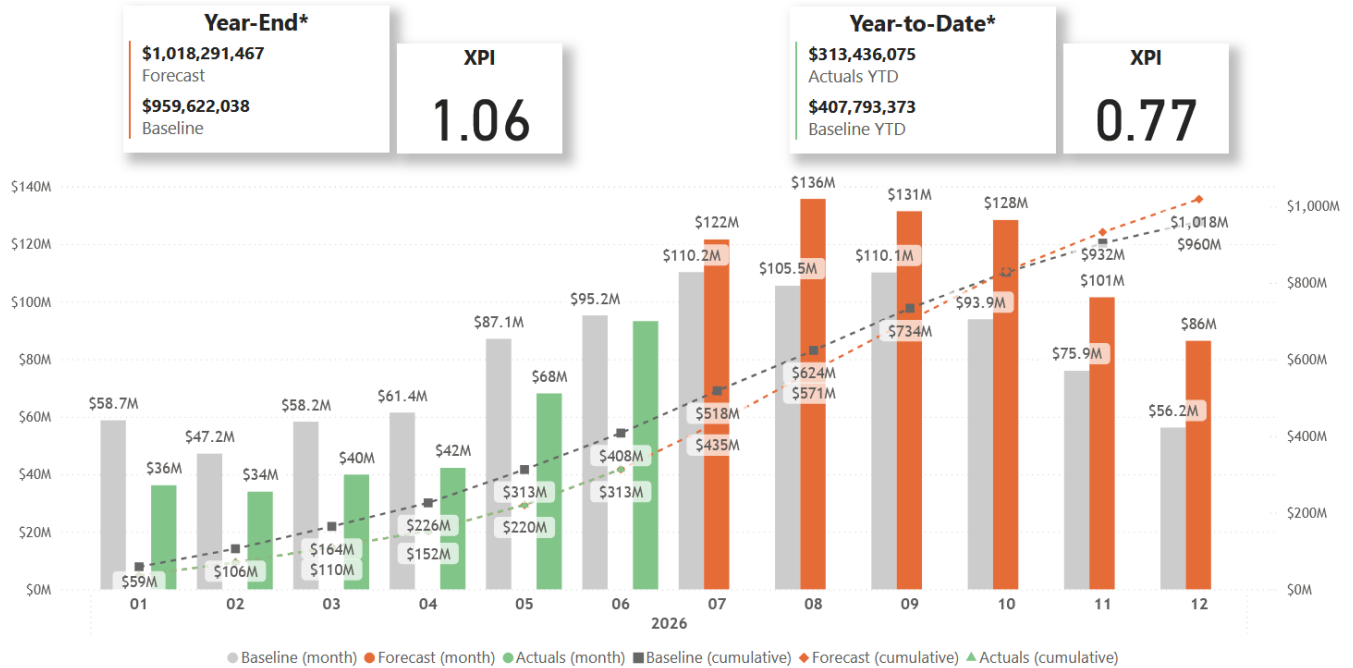




COLORADO

Department of Transportation

Figure 4 - Dashboard View, CY 26





COLORADO

Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer

Bethany Nicholas, Deputy Chief Financial Officer

Date: August 20, 2026

Subject: State Infrastructure Bank (SIB) Activity Year-End Report for Fiscal Year (FY) 2025-26

Purpose

This memo summarizes information related to Colorado State Infrastructure Bank (SIB) activity for FY 2025-26.

Action

This is for information purposes only. No action is requested or required at this time.

Background

The Colorado SIB is a revolving infrastructure investment fund. It offers loans to various entities for highway construction and airport projects. The Colorado Legislature enacted the SIB Loan Program in 1998, and CDOT adopted it in 1999. This program supports transportation facilities across the state through low-interest revolving loans. Although the legislation also authorized Transit and Rail SIB accounts, these have not been capitalized or used for loans.

The Division of Accounting and Finance (DAF) periodically prepares a financial summary of the Transportation Infrastructure Revolving Fund (Fund 715). The Office of Financial Management and Budget (OFMB) presents this report to the Transportation Commission (TC) during their monthly meetings. Reports are shared in August for the period ending June 30th of the previous Fiscal Year, and in February as a mid-year review for the period ending December 31st of the current Fiscal Year. This memorandum presents year-end information for Fiscal Year 2025-26.





Year-End Financial Summary

Assets:

As of June 30, 2026, the Colorado SIB had \$44.6 million in total assets (see Table 1). Of these assets, 91.0% (\$37.0 million) was attributed to the Aeronautics account and 20.6% (\$7.6 million) to the Highway account.

Table 1: Colorado SIB Assets Summary, As of June 30, 2026

Asset Category	Aeronautics Account	Highways Account	Total SIB Assets
Cash:			
Fund 715	\$ 3,304,669	\$ 5,996,843	\$ 9,301,512
Authorized Federal Funds	\$ 0	\$ 0	\$ 0
Amount Available to Loan	\$ 3,304,669	\$ 5,996,843	\$ 9,301,512
Amounts Receivable:			
Outstanding Loan Balances	\$ 33,747,763	\$ 1,558,970	\$ 35,306,733
Accrued Interest	\$ 0	\$ 0	\$ 0
Total Account Receivable	\$ 33,747,763	\$ 1,558,970	35,306,733
Total Assets	\$ 37,052,432	\$ 7,555,813	\$ 44,608,245

As of June 30, 2026, there was a total of \$9.3 million available to loan, of which \$3.3 million was in the Aeronautics account and \$6.0 million was in the Highway account.

The TC approved a temporary transfer of \$1.8 million from the Highway Account to the Aeronautics Account in June 2026. This ensures adequate funds for an Aeronautics loan to the Grand Junction Regional Airport Authority. The transfer will occur after SIB fund balances roll forward into Fiscal Year 2026-27. The full amount should be returned to the Highway Account by January 2027.

Loans:

As of June 30, 2026, the Colorado SIB has nine outstanding loans with balances totaling \$35.3 million (see Table 2). Eight loans are from the Aeronautics account, totaling \$51.3 million with remaining balances of \$33.7 million. One loan is from the Highway account totaling \$2.5 million with a remaining balance of \$1.6 million. One loan was paid in full since the start of Fiscal Year 2025-26. All Colorado SIB loans are current.





Table 2: Colorado SIB Loan Summary, As of June 30, 2026

Loan Recipient	Original Loan	Balance Due	Debt Service	Interest Rate	Loan Date	Next Payment	Termination
Aeronautics Account:							
Colorado Springs	\$ 5,500,000	\$ 2,886,032	\$ 612,296	1.99%	3/3/2021	3/3/2027	3/3/2031
Colorado Springs	\$ 7,500,000	\$ 3,290,320	\$ 890,483	3.25%	1/3/2020	1/3/2027	1/3/2030
Arapahoe County Airport Authority	\$ 8,000,000	\$ 1,761,801	\$ 914,070	2.50%	6/1/2018	6/1/2027	6/1/2028
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 668,173	\$ 236,219	3.00%	3/25/2019	3/25/2027	3/25/2029
Grand Junction Regional Airport	\$ 3,737,580	\$ 2,729,851	\$ 438,158	3.00%	3/15/2023	3/15/2027	3/15/2033
Telluride Regional Airport Authority	\$ 10,000,000	\$ 9,147,586	\$ 1,202,414	3.50%	7/9/2024	7/9/2026	7/9/2034
Durango-La Plata County Airport	\$ 8,000,000	\$ 7,318,069	\$ 961,931	3.50%	10/29/2024	10/29/2026	10/29/2034
Grand Junction Regional Airport	\$ 6,500,000	\$ 5,945,931	\$ 781,569	3.50%	6/18/2025	6/18/2027	6/18/2035
Total Aeronautics:	\$ 51,252,580	\$ 33,747,763	\$ 6,037,141				
Highway Account:							
Colorado Springs	\$ 2,500,000	\$ 1,558,970	\$ 278,316	1.99%	3/3/2021	3/3/2026	3/3/2031
Total Highway:	\$ 2,500,000	\$ 1,558,970	\$ 278,316				
Grand Total:	\$ 53,752,580	\$ 35,306,733	\$ 6,315,457				





Interest Rate:

The Interest Rate for CO SIB loans is established by Transportation Commission resolution. Rates are adopted by June 30 each year for loans applied for between July and December. A second rate is adopted by December 31 for loans originating between January and June. On June 18, 2026, the Transportation Commission approved a resolution keeping the 3.5% interest rate effective for the first half of Fiscal Year 2026-27.

Table 3: SIB Interest Rate History, Approved by the TC

Approval Date	Rate	Effective Period	Fiscal Year	Quarters
12/15/2022	3.50%	January 1, 2023 - June 30, 2023	2022 - 2023	Q3/Q4
6/15/2023	3.50%	July 1, 2023 - December 31, 2023	2023 - 2024	Q1/Q2
12/15/2023	3.50%	January 1, 2024 - June 30, 2024		Q3/Q4
6/20/2024	3.50%	July 1, 2024 - December 31, 2024	2024 - 2025	Q1/Q2
12/19/2024	3.50%	January 1, 2025 - June 30, 2025		Q3/Q4
6/19/2025	3.50%	July 1, 2025 - December 31, 2025	2025 - 2026	Q1/Q2
12/17/2025	3.50%	Jan 1, 2026 - Jun 30, 2026		Q3/Q4
06/18/2026	3.50%	July 1, 2026 - December 31, 2026	2026 - 2027	Q1/Q2

DAF continues to work with municipalities and the Division of Aeronautics to advertise the State Infrastructure Bank Program, by meeting with public-use airports and presenting at the Colorado Airport Operators Association annual meetings. OFMB works closely with the Division of Aeronautics and is currently executing a new \$5.5 million SIB loan for the Grand Junction Regional Airport Authority. OFMB has also provided information regarding the SIB to several local agencies when giving presentations on alternative sources of project funding.

Next Steps:

OFMB Staff will provide the Commission a mid-year review of Fiscal Year 2026-27 SIB account activities in February 2027.





COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: July 15, 2026

Subject: Update to the Transportation Commission on CDOT's submitted, in progress, and forthcoming grant applications

Purpose

To share progress on submitted applications, as well as current and future coordination of proposals to anticipated federal discretionary programs, primarily under the Infrastructure Investment Jobs Act (IIJA).

Action

Per PD 703.0, when the department intends to apply for grants with a match consisting of previously approved funding, no action is necessary by the Commission, but we provide the Commission with the projects we intend to pursue. If the match requires an additional commitment of funds not already approved by the Commission, or Bridge & Tunnel Enterprise (BTE), staff brings the projects to the Commission as an action item, with the additional funding being made contingent on a successful application and grant award.

As always, Commissioners and CDOT staff are encouraged to contact CDOT's in-house grant team with questions, comments, and suggestions.

Background

For information on closed 2022, 2023, 2024, and 2025 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2025 or prior.

The following discretionary grant programs have closed, but applications are still being reviewed:

1. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M), FY25
 - US50 Blue Mesa Bridges Emergency Repairs, R3
2. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING, FY25
 - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
3. National Scenic Byways Program
 - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
 - Roadside Markers Improvements on Colorado Byways, Statewide
4. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE FY26
 - I-270 Critical Bridges, R1
 - Grants team received the mid-review scores for this grant. We plan on providing project edits in our response.

5. National Railroad Partnership Program (formerly known as Federal State Partnership Program) - Response expected August 2026
 - Denver Union Station Improvements- Track and equipment improvements to reduce passenger rail delays at Union Station, Region 1
 - SAFER Travel- Rockfall mitigation, grade crossing improvements, hazmat caching along key passenger rail routes (e.g., California Zephyr), Region 3.
6. Railroad Crossing Elimination (RCE) - Response expected December 2026
 - CDOT has applied for funding to remediate 3 at-grade crossings in R1, adjacent to Burnham Yard
7. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M), FY26
 - US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety, R2
8. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING, FY25
 - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
 - Colorado Eastern Plains Timber Bridge Replacement Planning Project
9. CRISI
 - Increasing Rail Capacity by Implementing Siding in Henderson, Colorado, R1
 - York Street Bridge Replacement Project, R1
10. Nationally Significant Multimodal Freight and Highways Projects (INFRA)
 - US Highway 50 Safety Improvements West of Cañon City (aka the '8 Mile Grant' - Installation of median and other safety improvements along US 50 west of Cañon City, Region 2
 - I-270 Critical Corridor Improvements: Bridges Bundle Replacement Project, R1
11. Intersection Safety Systems (ISS) Development
 - Submitted an application to advance OIM's ISS Pilot Project
12. Advanced Transportation Technology and Innovation (ATTAIN)
 - Revolutionizing Worker Protection with Autonomous Truck Mounted Attenuators (ATMAs)

The following applications recently went unawarded for the BUILD program. Debriefs are being scheduled with USDOT to determine the reasons for non-award.

13. Better Utilizing Investments to Leverage Development (BUILD) (formerly known as RAISE) -
 - 23rd Avenue Bridge Improvements Project - Replacement of the 23rd Avenue bridge and corresponding multimodal improvements, Region 1
 - This Project received a Project of Merit designation! This automatically puts us in the running for high consideration for future rounds of BUILD.
 - US Highway 50 Safety Improvements West of Cañon City (aka the '8 Mile Grant' - Installation of median and other safety improvements along US 50 west of Cañon City, Region 2
 - I-70 Tourism/Recreation Access and Interstate Longevity (TRAIL) - Replacement of the Mt. Garfield Trailhead access culvert, Region 3
 - Morgan County Building Opportunities for Optimized Safety and Transportation (BOOST) - Reconstruction of I-76 near Fort Morgan and elimination of dangerous interchange, Region 4

IN PROGRESS

CDOT is actively pursuing the following discretionary grant program(s):

1. Wildlife Crossings Pilot Program

- CDOT intends to pursue resubmissions for the R2 I-25 Raton Pass project, R1 US 40 Empire Overpass, as well as a new submission for US 160 East of Cortez.
2. FLAP (Federal Lands Access Program)
- CDOT is planning to pursue funding for the Mount Garfield Culvert Replacement

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021...

- CDOT has been awarded \$612M*, including both direct and indirect via local agency partnerships
- 19 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at \$100M

Next Steps

Grants Team is expecting updated NOFOs to drop soon for the following programs:

- Wildlife Crossings Pilot Program

*Amount includes now rescinded EVCRAA and CRISI grants