

# Colorado Transportation Commission

## Schedule & Agenda

February 18-19, 2026

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### Transportation Commission Workshops

Wednesday, February 18, 2026

Time	Topic	Speaker
12:00 p.m.	Optional TC/CTIO Joint Lunch	None
12:30 p.m.	Joint TC/CTIO Workshop on Floyd Hill Project	Kurt Kionka, Jessica Myklebust, Piper Darlington
1:00 p.m.	Joint TC/CTIO Workshop on Bustang Funding	Jeff Sudmeier, Kay Kelly, Paul DesRocher, Emily Haddaway
1:45 p.m.	Condemnation Authorization Request - RW-181, Project 24948, Region 1	Keith Stefanik, Jessica Myklebust
2:00 p.m.	Budget Workshop (Placeholder) <ul style="list-style-type: none"><li>Draft FY 2026-27 Final Budget Allocation Plan</li><li>HQ Building COP Refunding</li></ul>	Jeff Sudmeier, Bethany Nicholas
2:45 p.m.	Bridge & Tunnel Enterprise (BTE) Workshop <ul style="list-style-type: none"><li>Draft BTE FY 2026-27 Final Budget Allocation Plan</li><li>BTE 8<sup>th</sup> Budget Supplement to FY 2025-26</li><li>USDOT Better Utilizing Investments to Leverage Development (BUILD) Program Grant Match Funding</li></ul>	Patrick Holinda, Katie Carlson
3:15 p.m.	Fuel Impact Enterprise (FIE) Workshop <ul style="list-style-type: none"><li>Draft FIE FY 2026-27 Final Budget Allocation Plan</li><li>Annual Report</li></ul>	Darius Pakbaz
3:45 p.m.	Hinsdale County Off Highway Vehicle (OHV) Permit	Jason Smith, Zane Znamenacek
4:15 p.m.	Adjournment	

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### Transportation Commission Meeting

Thursday, February 19, 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	Various
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.	Legislative Report	Emily Haddaway
10:05 a.m.	Act on Consent Agenda:  Proposed Resolution #1: Approve the Regular Meeting Minutes of January 15, 2026  Proposed Resolution #2: IGA Approval >\$750,000  Proposed Resolution #3: Disposal Parcel 10REV-EX, US 285 EB On Ramp between Lincoln and Sherman, Englewood  Proposed Resolution #4: Disposal Parcel 5-EX, Mancos Car Wash  Proposed Resolution #5: Disposal Parcel E8, Park Avenue and I-25, Denver  Proposed Resolution #6: Hinsdale County Off Highway Vehicle (OHV) Permit  Proposed Resolution #7: MMOF Match Reduction Request, City of Fort Collins	Herman Stockinger  Lauren Cabot  Hope Wright  Hope Wright  Hope Wright  Jason Smith  Darius Pakbaz
10:10 a.m.	Discuss and Act on Proposed Resolution #8: Condemnation Authorization Request - RW-181, Project 24948, Region 1	Jessica Myklebust
10:15 a.m.	Discuss and Act on Proposed Resolution #9: HQ Building COP Refunding	Jeff Sudmeier
10:20 a.m.	Recognitions and Other Matters	
10:25 a.m.	Adjournment	None

## Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, February 19, 2026

Time	Topic	Speaker
10:25 a.m.	Call to Order, Roll Call	Herman Stockinger
10:30 a.m.	Public Comments	Various
10:35 a.m.	Act on Consent Agenda:  • Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of January 15, 2026	Herman Stockinger
10:40 a.m.	Discuss and Act on Proposed Resolution #BTE2: 8th Budget Supplement to FY 2025-26	Patrick Holinda
10:45 a.m.	Discuss and Act on Proposed Resolution #BTE3: BTE Grant Funding Match Request for USDOT BUILD Program	Patrick Holinda
10:50 a.m.	Other Matters	None
10:55 a.m.	Adjournment	None

## The Fuels Impact Enterprise Board of Directors Meeting

Thursday, February 19, 2026

Time	Topic	Speaker
10:55 a.m.	Call to Order, Roll Call	Herman Stockinger
11:00 a.m.	Public Comments	Various
11:05 a.m.	Act on Consent Agenda:  • Proposed Resolution #FIE1: Approve the Regular Meeting Minutes of November 20, 2025	Herman Stockinger
11:10 a.m.	Discuss and Act on Proposed Resolution #FIE2: Final FY 2026-27 FIE Budget	Darius Pakbaz
11:15 a.m.	Other Matters	None
11:20 a.m.	Adjournment	None

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### Information Only

- Project Budget/Expenditure Memo (Jeff Sudmeier)
- State Infrastructure Bank (SIB) Mid-year Account Update (Jeff Sudmeier)
- Bridge and Tunnel Enterprise Q2 FY 2025-26 Quarterly Report (Patrick Holinda)
- FY 2024-25 Bridge and Tunnel Enterprise Audited Financial Statements (Patrick Holinda, Kay Hruska)
- February 2026 TC Grants Memo (Anna Dunn & Leslie Welch)
- Fuel Impact Enterprise Annual Report (Darius Pakbaz)
- Budget Supplement Memo (Jeff Sudmeier)



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## Transportation Commission Memorandum

**To:** Transportation Commission

Colorado Transportation Investment Office Board of Directors

**From:** Jessica Myklebust, Region 1 Region Transportation Director

Jeff Sudmeier, Chief Financial Officer

Piper Darlington, Director Colorado Transportation Investment Office

Kurt Kionka, Floyd Hill Project Director

**Date:** February 18th, 2026

**Subject:** I-70 Floyd Hill to the Veterans Memorial Tunnels Project Update and Financing Status

### Purpose

To update the Transportation Commission (TC) on the progress of the I-70 Floyd Hill project and a planned project financing through the Colorado Transportation Investment Office (CTIO).

### Action

No action this month. A second workshop is anticipated in March, with approval actions in April. Approval actions include approval of a financing parameters resolution by the CTIO Board, and approval of a credit support IAA between CTIO and CDOT (if applicable).

### Background

The I-70 Floyd Hill Project, from west of Evergreen to eastern Idaho Springs, encompasses an eight mile section of the I-70 Mountain Corridor that acts as an economic gateway for the state of Colorado and the nation. Home to long-time residents, dozens of large and small businesses and tourism traffic, this section of I-70 is in desperate need of improvements. CDOT spent several years studying the corridor, meeting with residents, stakeholders and community leaders, and drafting potential solutions for this corridor whose aging infrastructure is long overdue for replacement.

## Project Elements:

- Add a third westbound I-70 travel lane in this two-lane bottleneck
  - This new lane will be a full-time, tolled Express Lane from just west of Homestead Road (Exit 247) through the Veterans Memorial Tunnels to Colorado Blvd./Idaho Springs (Exit 241).
- Rebuild bridges due to use, wear and tear, and heavy usage
- Construct a missing two-mile section of the frontage road between US 6 and the Hidden Valley/Central City Parkway interchanges, which will improve emergency response
- Build an extended on-ramp from US 6 onto eastbound I-70 for slow-moving vehicles to have more room to merge
- Improve traffic flow and access at interchanges and intersections
- Improve sight distance and safety by straightening roadway curves
- Improve the Clear Creek Greenway trail
- Implement environmental mitigation to enhance wildlife connectivity, air and water quality, stream conditions and recreation
- Install two permanent air quality monitors

## Current Project Funding (included in current 10 year plan):

Funding Source	Proposed Funding Amount
10-Year Plan Strategic Funds*	\$380,000,000
Bridge and Tunnel Enterprise**	\$300,000,000
CTIO***	\$80,000,000
USDOT INFRA Grant	\$100,000,000
HSIP	\$5,000,000
FASTER Safety Mitigation	\$10,000,000
Regional Priority Projects	\$30,000,000
<b>Total</b>	<b>\$905,000,000</b>

\*TC approval via Resolutions at February 2025 meeting

\*\*Eligible funding to be approved by BTE Board in a future action

\*\*\*CTIO funding subject to final approval from CTIO Board and completion of successful financing

## Next Steps

- March 18 - CTIO/TC Workshop focused on final proposed details of project financing
- April 15/16 - CTIO Board approval of parameters resolution and TC/CTIO approval of IAA (if applicable)
- May 5 - Bond pricing
- May 19 - Closing and Funding

## Attachments

Attachment A: Floyd Hill Presentation



Department of Transportation

# I-70 Floyd Hill Joint Transportation Commission/CTIO Workshop

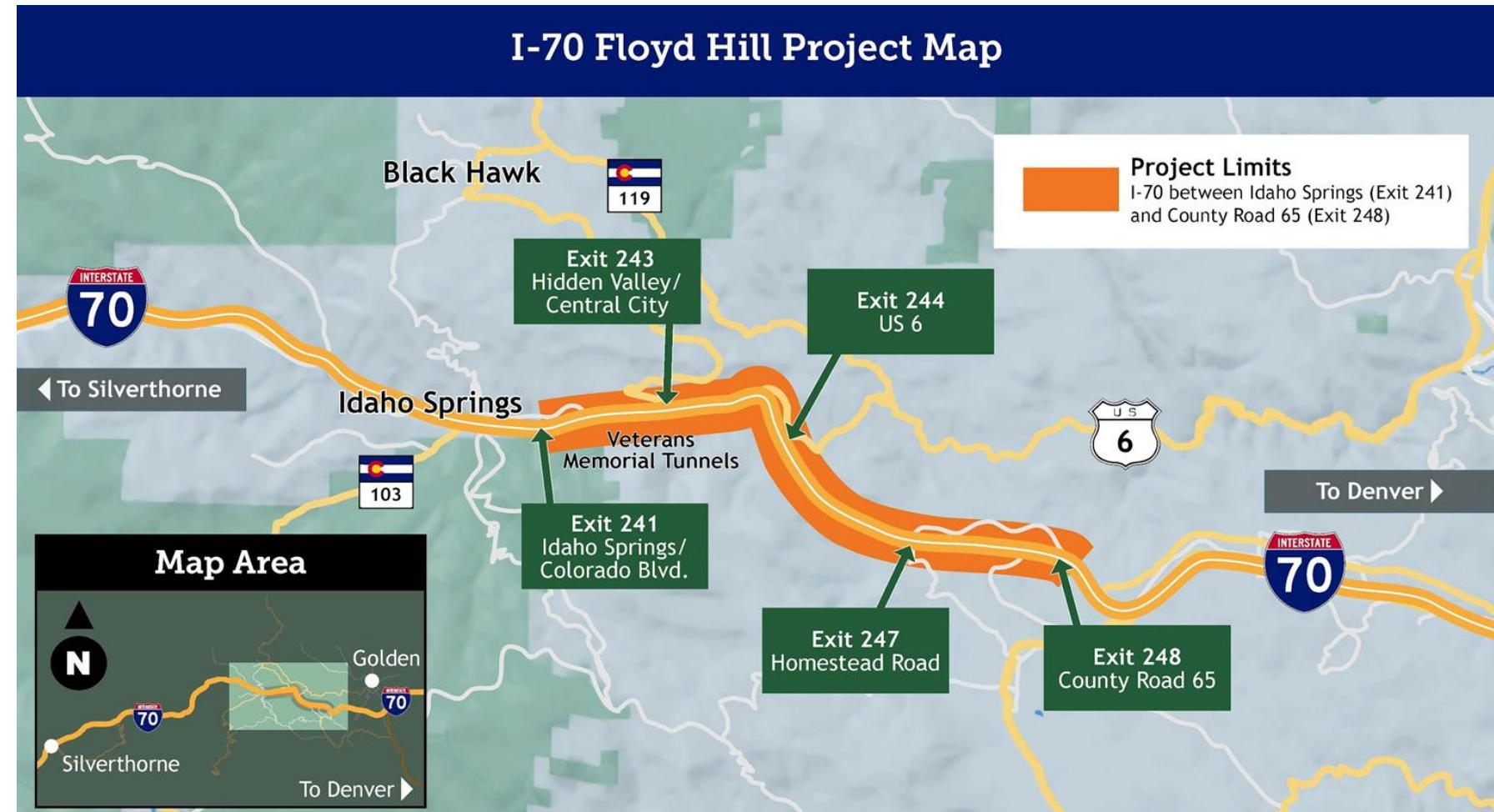
February 18<sup>th</sup>, 2026



# Construction Map & Timeline

## Construction Timeline

- Construction began in July 2023
- Westbound I-70 in its new alignment by the end of 2027
- Eastbound I-70 in its new alignment by the end of 2028
- Project complete in 2029





# Project Purpose and Need



Improve travel time reliability, safety, and mobility



Address deficient infrastructure



Improve multimodal connectivity



Alternate route for emergencies or severe weather



# Project Benefits

- **Improve:**
  - Travel time reliability by adding a third westbound I-70 travel lane
  - Emergency response and resiliency by constructing a missing two-mile section of frontage road
  - Merge conditions and traffic flow by extending the on-ramp from US 6 onto eastbound I-70
  - Traffic flow and access at interchanges and intersections by adding three roundabouts
  - Safety by changing the alignment of I-70 to straighten roadway curves
  - Clear Creek Greenway trail to benefit multi-modal transportation and recreation
- Enhance wildlife connectivity, air and water quality, stream conditions and recreation
- Install two permanent air quality monitors





# Funding Status

Funding Source	Proposed Funding Amount
10-Year Plan Strategic Funds*	\$380,000,000
Bridge and Tunnel Enterprise**	\$300,000,000
CTIO***	\$80,000,000
USDOT INFRA Grant	\$100,000,000
FHWA Highway Safety Improvements Program (HSIP)	\$5,000,000
FASTER Safety Mitigation	\$10,000,000
Regional Priority Projects	\$30,000,000
<b>Total</b>	<b>\$905,000,000</b>

\*TC approval via Resolutions at February 2025 meeting

\*\*Eligible funding to be approved by BTE Board in a future action

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# Current Construction Activities



- Bridge construction
- Rock blasting continues along I-70 between US 6 and Veterans Memorial Tunnels
- Bridge caisson (Deep Foundation) installation
- Soil nail (Retaining Wall) construction
- Rock excavation
- Intelligent Transportation System (ITS) & Utility work
- Rock mesh
- Rock scaling (Knocking loose rock off the mountain)



# Completed Construction Activities



- East section substantially complete and in Final Alignment
- Early projects (Pegasus Park and Ride, Genesee Wildlife Crossing, Roundabouts)
- New maintenance facility at El Rancho
- Over 150 (162) rock blasts to date
- Excavated over 650,000 cubic yards of material out of 1,000,000
- Wildlife mitigation with over 2 miles of fencing installed with 7 escape ramps
- 28,000 tons of asphalt
- 7,000 linear feet of drainage pipe
- 105,000 square feet of sculpted shotcrete retaining walls



# Planned Project Financing - Part 1

- CTIO is preparing for the issuance of the Series 2026 Revenue Bonds to:
  - Modernize the financing structure of the I-70 Mountain Corridor by refinancing the \$25.2 million outstanding Series 2024 MEXL Note
  - Secure at least \$80 million in new capital for the I-70 Floyd Hill project under a unified credit structure.
- The Floyd Hill Express Lane and the existing Mountain Express Lanes (MEXL) satisfy statutory requirements to be treated as a single, combined credit. This integration allows CTIO to leverage surplus revenues from the mature MEXL facility and the future Floyd Hill revenue to enhance the credit profile of the Floyd Hill project.
- The structure ensures the most efficient use of MEXL revenues to repay obligations prior to the 2035 expiration of the existing Memorandum of Understanding (MOU).



# Planned Project Financing - Part 2

- Planned financing of at least \$105 million (could be increased to provide additional funding flexibility on the project).
- Debt service will be structured to balance existing revenues from the current MEXL lanes and ramp-up of the new Floyd Hill toll lane.
- Considering use of an IAA with CDOT to provide credit support
  - Utilized in the past on other corridor projects, such as I-25 North
  - Enhances credit profile, improving terms and reducing borrowing costs
  - Final form of any IAA will be evaluated during rating agency process, balancing credit support with benefits in reduced borrowing costs and market acceptance



# Planned Project Financing - Part 3

- Anticipated Transaction Timeline
  - March 9 - Rating agency calls
  - March 18 - CTIO/TC Workshop focused on final proposed details of project financing
  - April 15/16 - CTIO Board approval of parameters resolution and TC/CTIO approval of Project Intra-Agency Agreement (IAA) (if applicable)
  - April 23 - Post Preliminary Official Statement (POS)
  - May 5 - Bond pricing
  - May 19 - Closing and Funding



## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Paul DesRocher, Director, Division of Transit and Rail

Kay Kelly, Chief of Innovative Mobility

Jeffrey Sudmeier, Chief Financial Officer

Piper Darlington, Director, CTIO

**Date:** February 18, 2026

**Subject:** Bustang Overview and Financial Outlook

### Purpose

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

### Action

Informational

### Background

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

### Next Steps

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





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Office of Innovative Mobility

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

**Attachments:**

Presentation - Bustang Funding





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# Bustang Funding Joint TC/CTIO Workshop

## February 18, 2026



# Bustang History

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



 **BUSTANG**



 **BUSTANG  
OUTRIDER**



 **snowstang**



 **PEGASUS**  
BUSTANG



# Service Characteristics of Bustang & Outrider

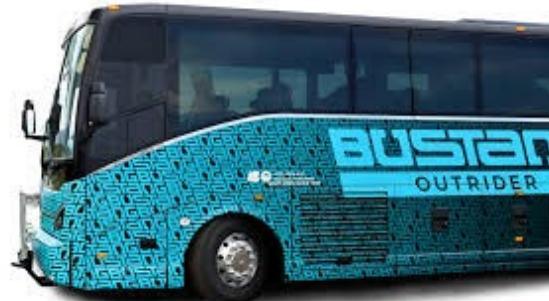
## Bustang Mainline

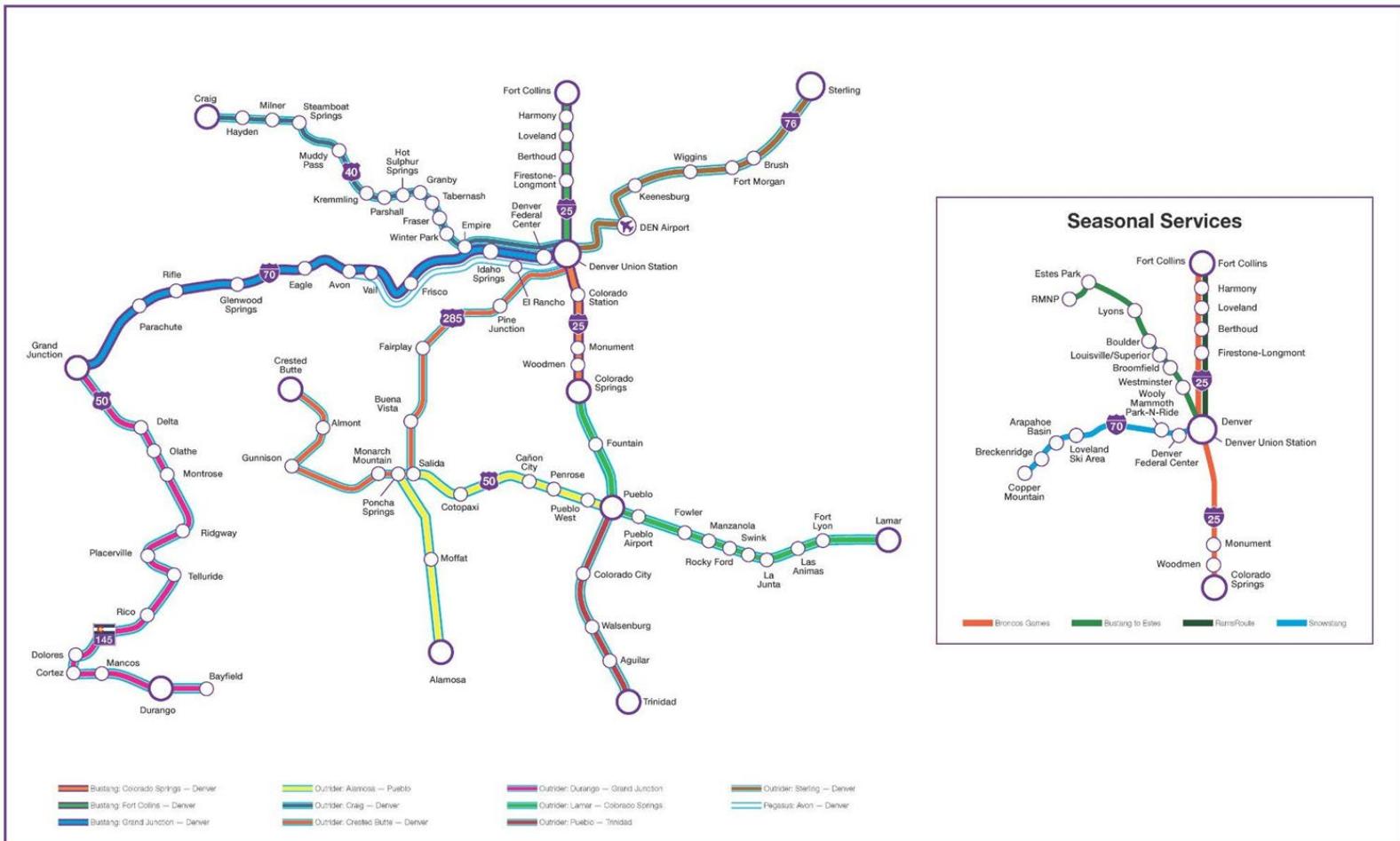
- High-frequency focus
  - 1hr or 45min headways
- Supports commuting, recreational trips, and travel for services
- Providing additional travel options on our busiest interstate corridors



## Outrider

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







# Bustang Service Expansion

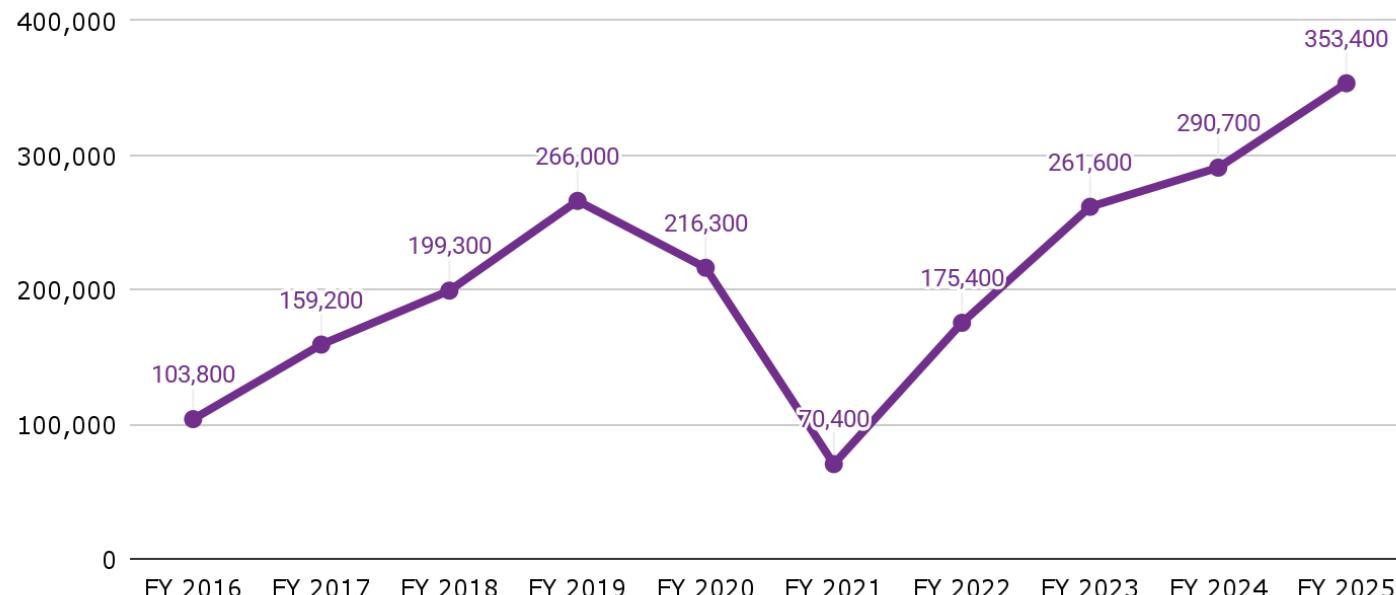
Colorado SB 22-180 (signed May 2022) provided \$30 million over three years to implement a pilot service expansion program

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



# Ten Years of Bustang Ridership

## Bustang System Ridership by Fiscal Year



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



# Recent Bustang Successes

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

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

## Outrider

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

## Seasonal Services

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

## Success Metrics

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



# Next Steps and Key Takeaways

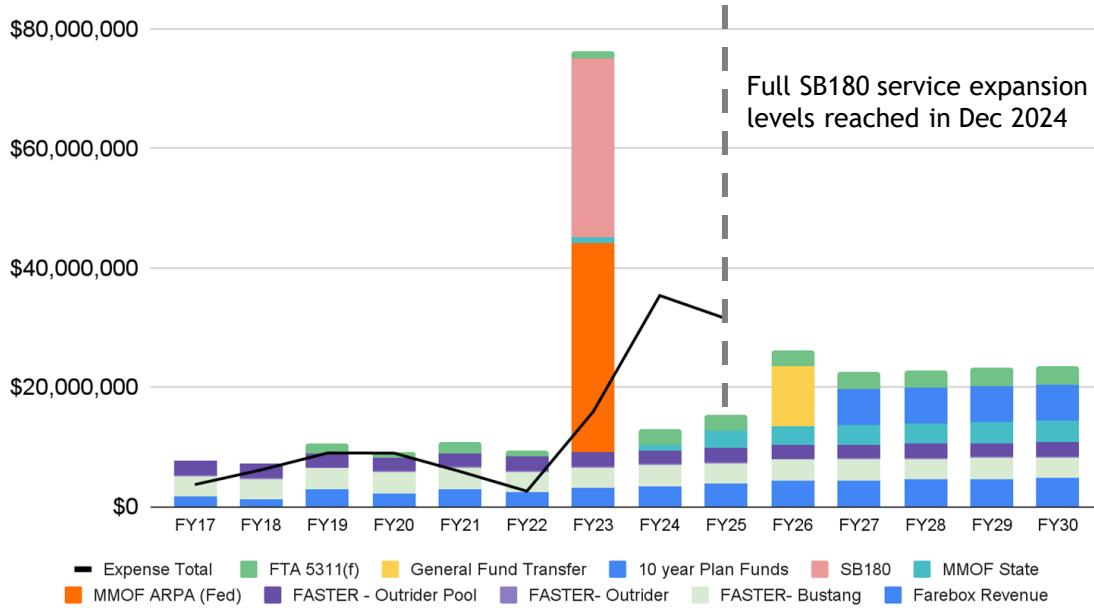


- Pilot program has been a notable success, with ridership levels increasing year over year
- Despite a strong farebox recovery ratio and diverse funding sources, when expansion pilot funding and ARPA funds have been expended, there will be a funding shortfall that will need to be addressed
- CDOT is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



# Bustang Revenue & Expenses (2017-2025)

Bus Operations Revenue vs. Expense 2017- 2025



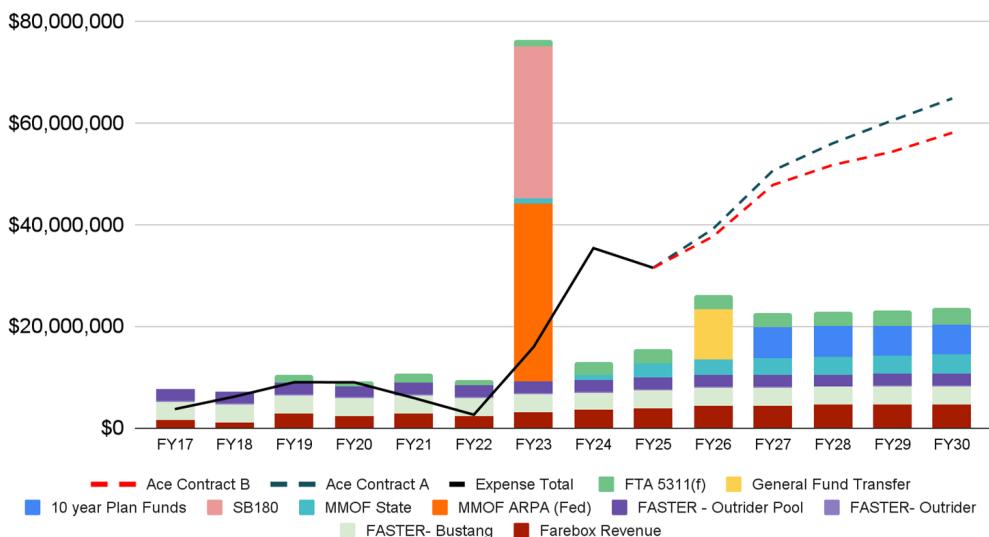
## Pre-Expansion

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



# Bustang Revenue & Forecasted Expense (2026-2030)

Bus Operations Revenue vs. Projected Expenses 2026-2030



## Post-Expansion

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



# Current Bustang and Outrider Revenues

Current Bustang and Outrider Revenues

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



# Current Bustang Expenses

Current Bustang and Outrider Expenses (assuming 5% annual service growth)				
Corridor/Service	FY 27	FY 28	FY 29	FY 30
I-25 North (North Line)	\$5.9	\$6.4	\$7.3	\$7.5
I-25 South (South Line)	\$6.5	\$6.9	\$7.5	\$7.8
I-70 West (West Line)	\$24.5	\$26.3	\$28.5	\$29.6
I-70 West (Pegasus)	\$5.8	\$6.2	\$6.8	\$7.0
Seasonal Service	\$0.6	\$0.7	\$0.8	\$0.8
Outrider	\$7.3	\$9.4	\$9.7	\$12.1
<b>Total</b>	<b>\$50.6</b>	<b>\$55.9</b>	<b>\$60.6</b>	<b>\$64.8</b>
<b>Surplus (Deficit)</b>	<b>(\$28.1)</b>	<b>(\$33.0)</b>	<b>(\$37.4)</b>	<b>(\$41.3)</b>



# Proposed Additional CDOT Funding

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

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



# Funding Strategies

- Proposed additional CDOT funding reduces funding gap in FY 27 by ~75%, providing *some* breathing room in FY 27 to implement other funding strategies.
- \$7 M remaining funding gap in FY 27 (if proposed CDOT funding strategies are approved).
- Average annual funding gap in FY 28-FY 30 of ~\$35 M.
- Funding gap will increase over time with inflation, escalating operating costs.
- Existing CDOT revenue sources with transit eligibility are limited and inadequate to fully fund the remaining funding gap, without significant reductions in service.
- Strategies under consideration include partnering with the Colorado Transportation Investment Office (CTIO) on a joint funding strategy which would leverage toll revenue and potentially some SB 24-184 Congestion Impact Fee revenue dedicated to transit and rail purposes.



# CTIO Specific Funding Consideration

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



## Next Steps

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



## **COLORADO** **Department of Transportation**

Office of the Chief Engineer  
2829 W. Howard Place, 2<sup>nd</sup> Floor, ROW  
Denver, CO 80204

### Memorandum

**To:** Transportation Commission

**From:** Keith Stefanik, P.E., Chief Engineer

**Date:** January 29, 2026

**Subject:** Report Pursuant to Colorado Revised Statutes, §43-1-208 Regarding Project Number NHPP 0062-037, US6 & Wadsworth Interchange, 24948, Seeking Approval to Initiate and Conduct Condemnation Proceedings

#### Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes (“C.R.S.”), Section 43-1-208(1). On 4/2/2025, the Right of Way Plans, US6 & Wadsworth Interchange, Sections 2 & LL TWN 45 R69W were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below.

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

#### Overview of Property Previously Approved for Negotiation

The owner remains unknown, and thus cannot be informed of the Transportation Commission meeting on February 19, 2026.

1. Resolution No. Approving Negotiation: N/A  
Location: US6 & Wadsworth Interchange  
Landowner's Name: Unknown Owner of the former Yum Yum Tree Food Bazaar Inc.  
Current Size of Property: RW-181 = 173 square feet; Remainder parcel = 457 sf  
Proposed Size of Acquisition: 630 square feet  
Purpose of Parcels Necessary for Project: Roadway & Transportation Facilities.  
RW-181: A long, narrow shaped fee simple parcel having an area of 173 sf. There is also a Remainder Parcel of 457 sf for a total of 630 sf. The parcels are necessary for roadway and transportation facilities.

**Property Value, Damages and Benefits:** A waiver value was prepared by Brandon Wills, R1 Appraiser at a value of \$5,040.00.

**Date of Initial Offer:** No offer (no owner can be found).

**Summary of Negotiations:** Due diligence has not been able to locate a living heir to the property. Therefore, no offers or counteroffers have been made.

[Attachments](#)

[Proposed Resolution](#)

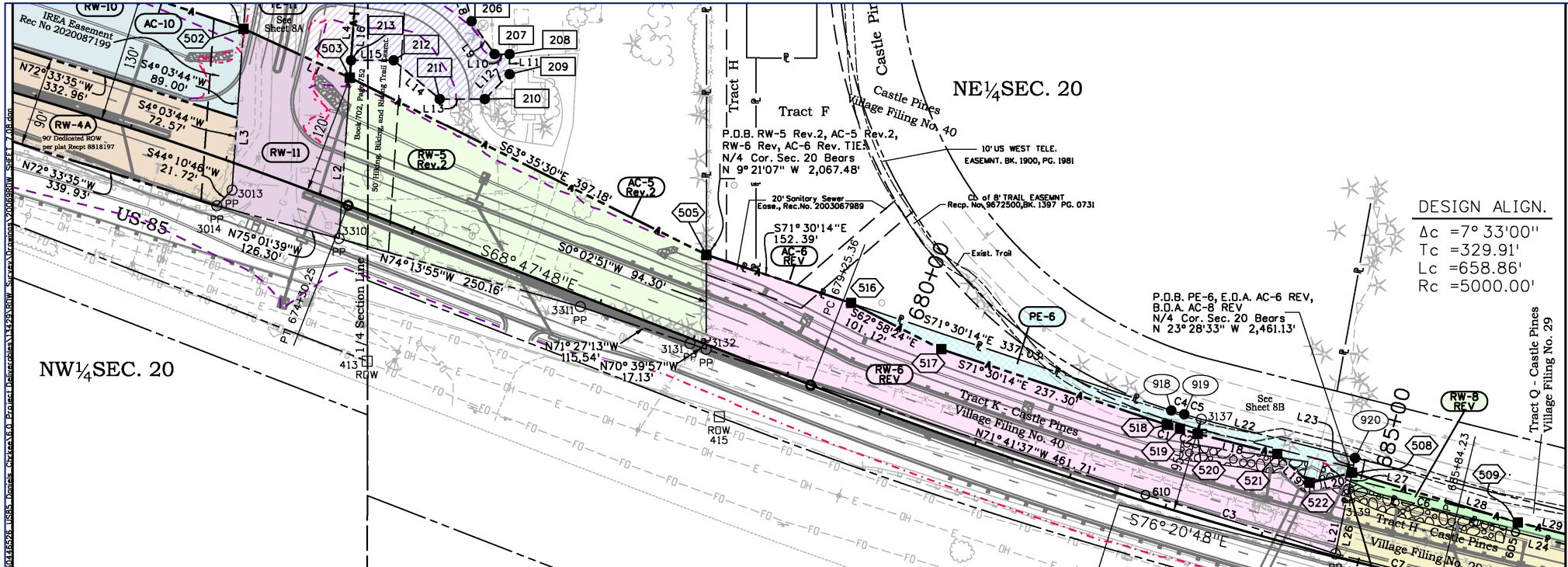
[Right-of-Way Plans](#)

[Legal Descriptions](#)

[Contact Summary](#)



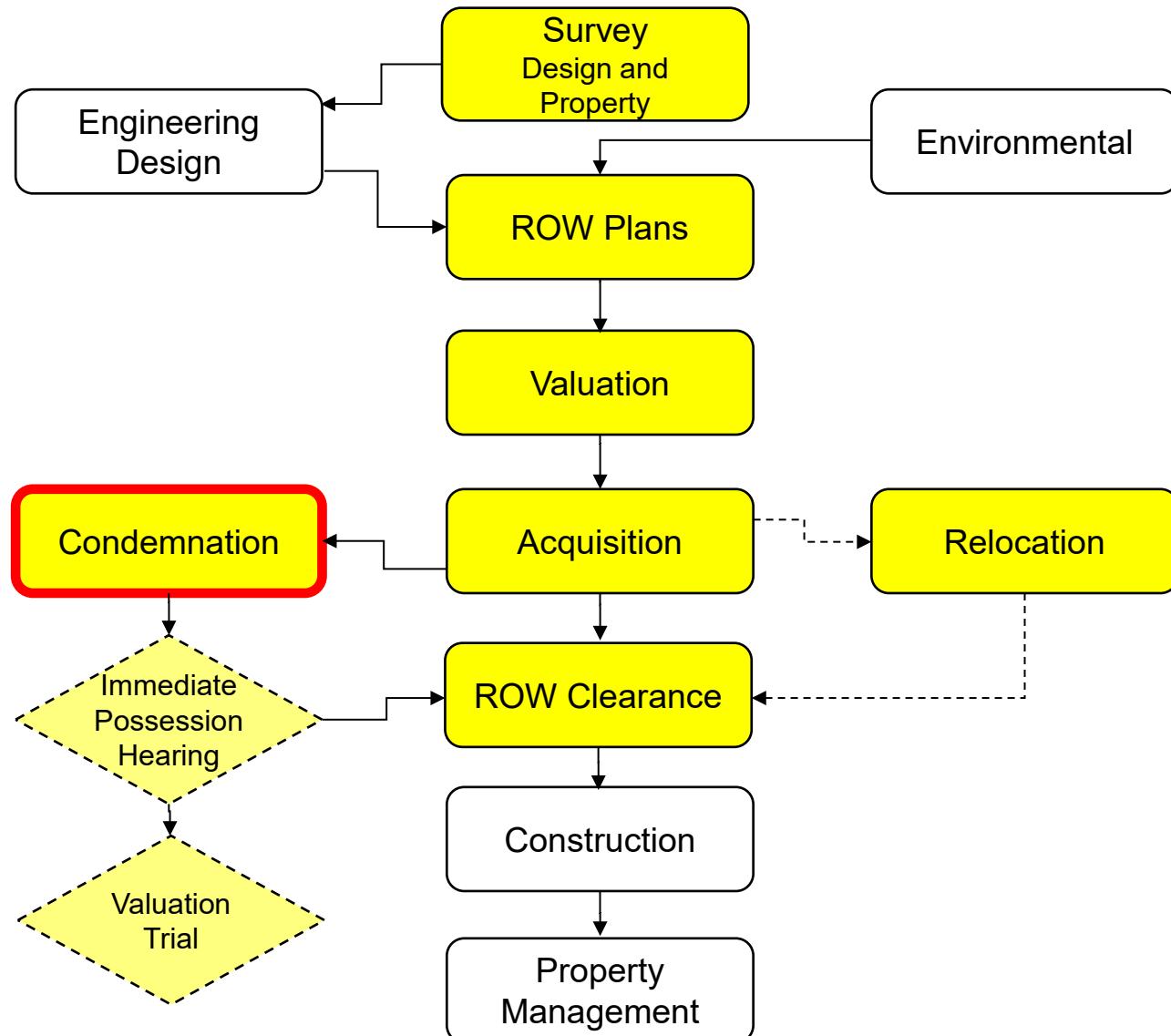
# CDOT Right of Way: Introduction



When a highway improvement project requires property interests outside of the existing right of way, CDOT's Right of Way Program provides in delivering the additional property interests to accommodate the needs of the project.



# CDOT Right of Way: Simplified Process



## Right of Way Property Acquisition Information



### Your Rights as a Property Owner

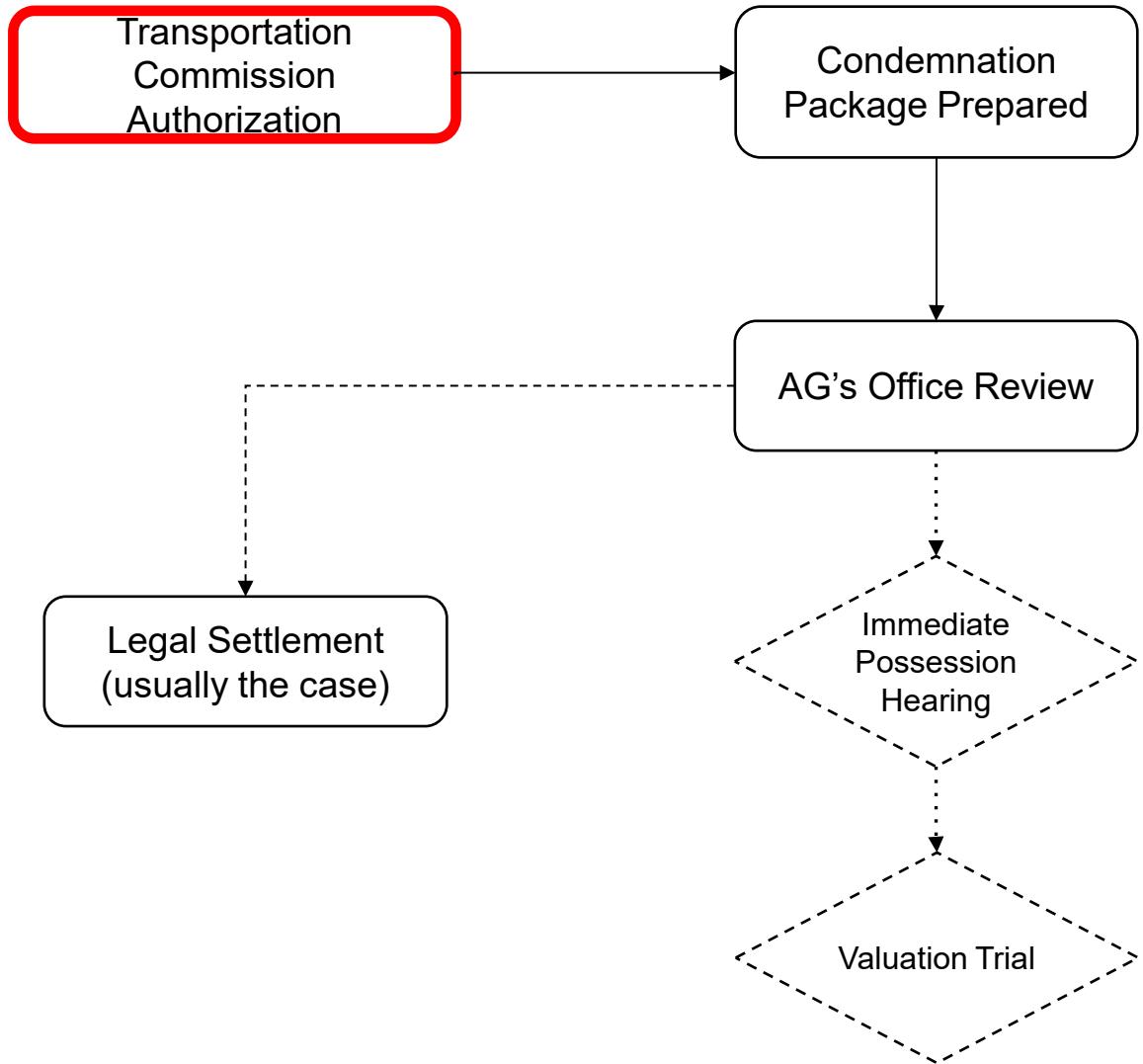
Department of Transportation  
State of Colorado



# CDOT Right of Way: Condemnation

When an acquisition settlement cannot be reached, authorization to condemn is sought, and must be approved by the Transportation Commission prior to pursuing condemnation proceedings, per Colorado Revised Statutes, §43-1-208.

Upon approval, the acquisition is then forwarded to the Attorney General's Office to initiate condemnation proceedings.





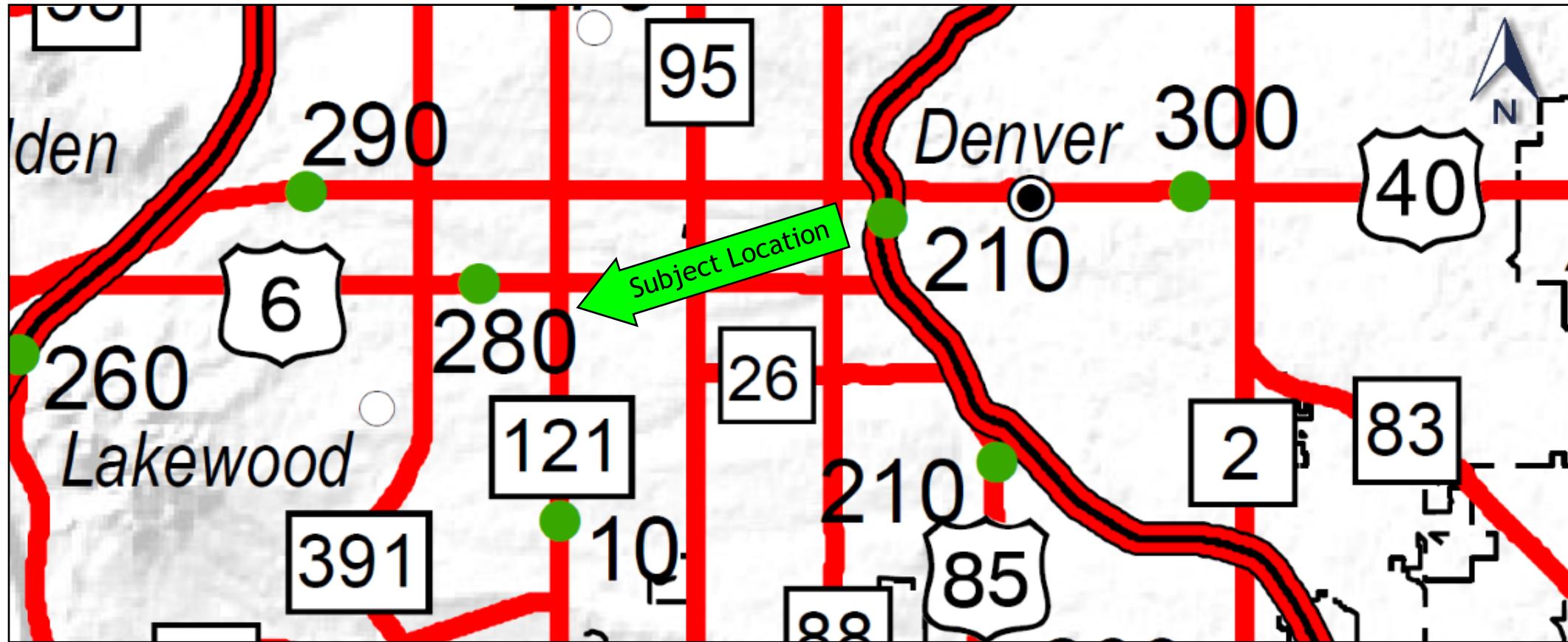
# Condemnation Authorization US 6 & Wadsworth Interchange

District: 2

Region: 1

Project: NHPP 0062-037

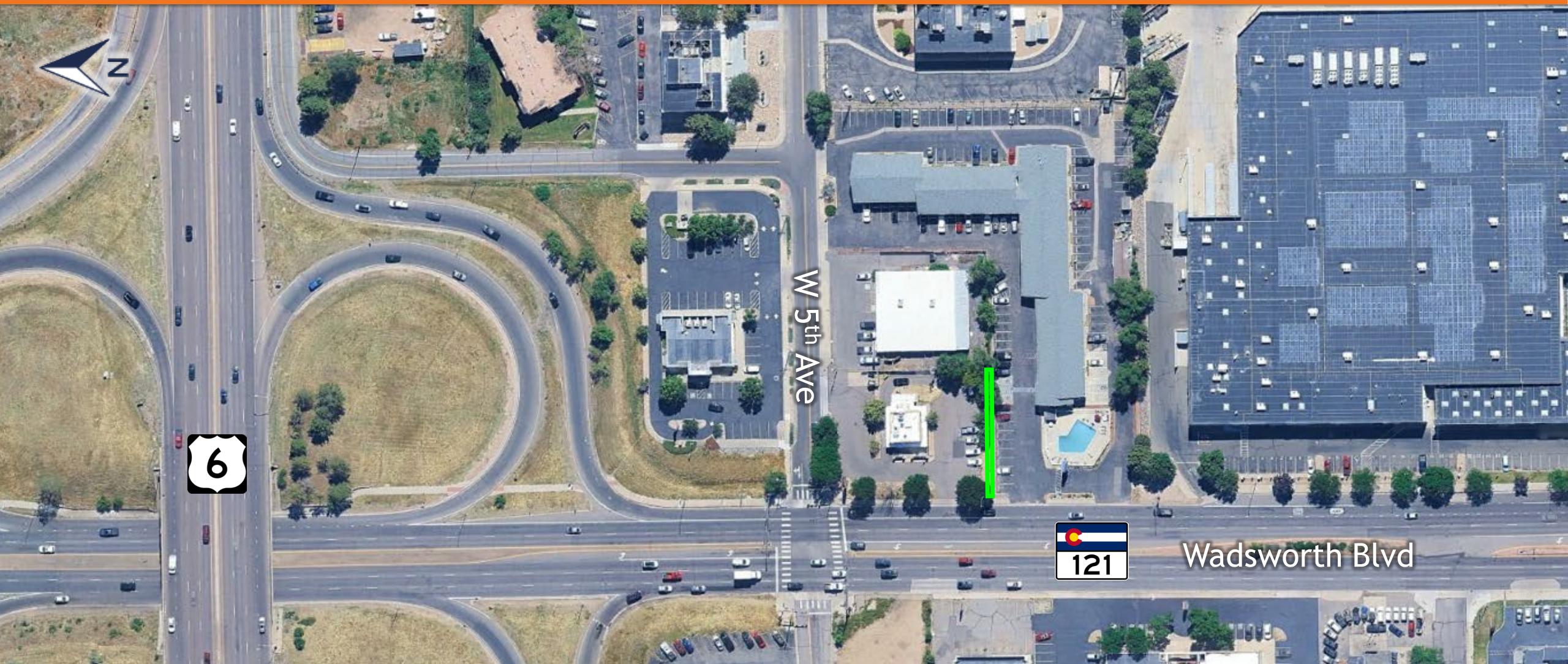
Project Code: 24948



Owners: Unknown Owner of the former Yum Yum Tree Food Bazaar Inc.  
Project Purpose: Improve traffic flow and safety for the traveling public



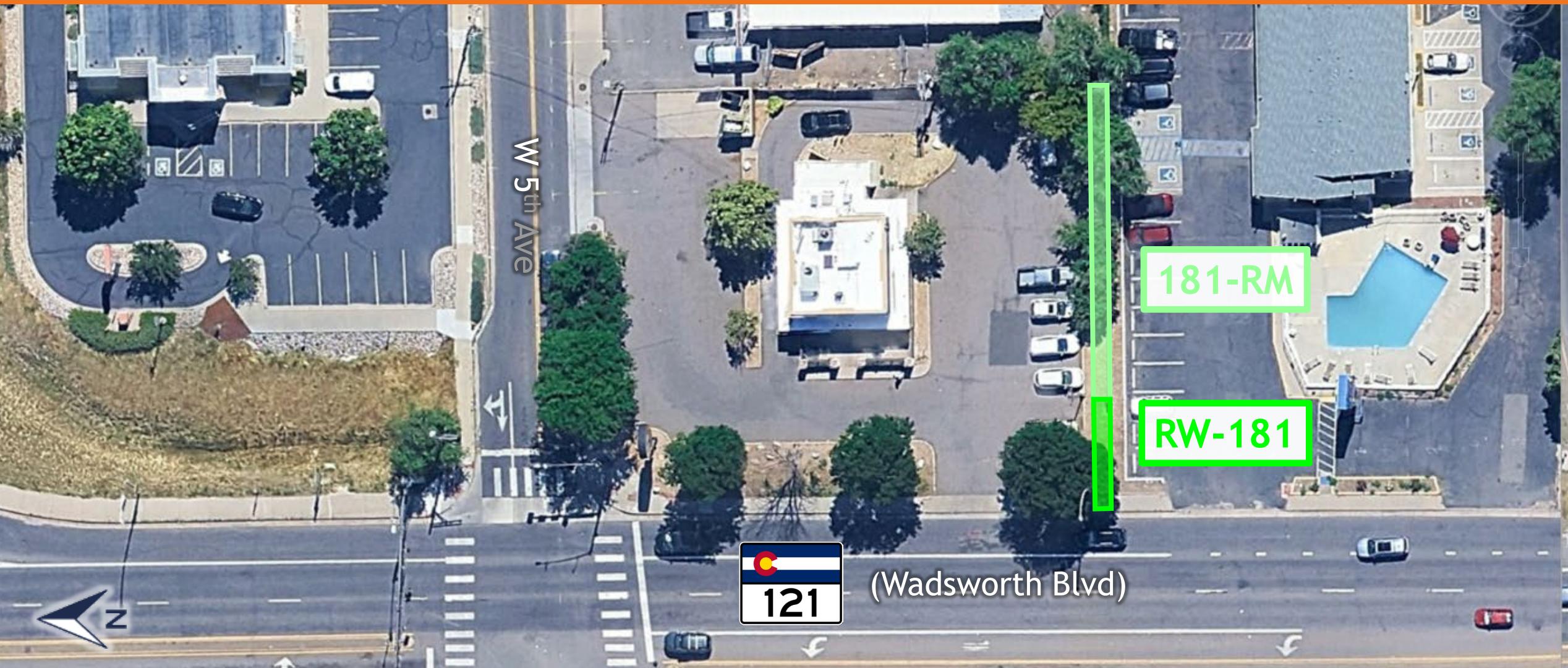
# Condemnation Authorization US 6 & Wadsworth Interchange



Location of Parcels



# Condemnation Authorization US 6 & Wadsworth Interchange



Location of Parcels RW-181, 181-RM



# Condemnation Authorization US 6 & Wadsworth Interchange

## SUMMARY OF SUBJECT PARCEL AND ATTEMPTS TO LOCATE OWNERS

- Summary of Negotiations: Due diligence has not been able to locate a living heir to the property. Therefore, no offers or counteroffers have been made.
- Previous owner of Yum Yum Tree Food Bazaar Inc is deceased, however previous deeds do not include this strip parcel
- Subject parcel is a narrow strip just under 5' x 130': 630 square feet
- Proposed Size of Acquisition: RW-181 = 173 square feet (approx. 5' x 36'); 181-RM (remainder parcel) = 457 sf (approx. 5' x 94').
- A waiver valuation was prepared at a value of \$5,040.00.

# Post-Amerco Real Property Condemnation Authorization Requests

## February 2026 Transportation Commission Meeting

### Region 1 - Condemnation Authorization Requests

TC District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer	Prior TC Condemnation or Acquisition Resolution Number (if applicable)
2	US6 & WADSWORTH INTERCHANGE	NHPP 0062-037	24948	RW-181, 181-RM	630 SF	Unknown	\$ 5,040.00	WV	4/15/2025	N/A	N/A

Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

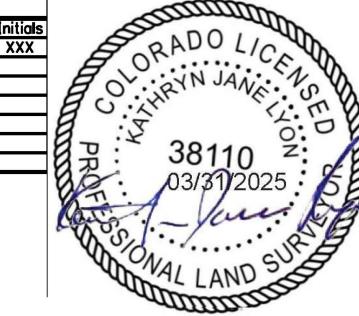
Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Right of Way Plans

Title Sheet

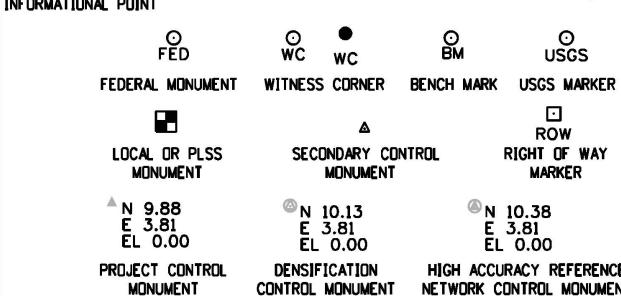
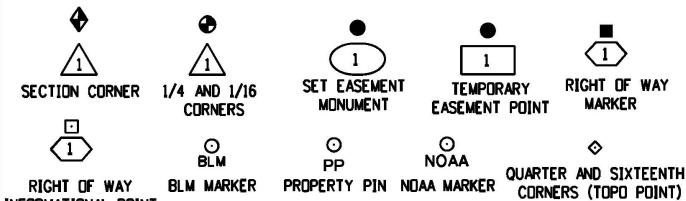
Project Number: NHPP 0062-037
Project Location: US 6 AND HWY 121 INTERCHANGE
SECTIONS 2 & 11, TWN 4 SOUTH, RANGE 69 WEST
Project Code: Last Mod. Date 24948 03/20/2025 Subset 1.01 to 1.01 Sheet No. 1.01



SURVEYOR STATEMENT (ROW PLAN)  
 I, Kathryn Jane Lyon, a Professional Land Surveyor licensed in the State of Colorado, do hereby state to the Colorado Department of Transportation that based upon my knowledge, information and belief, the research, calculations and evaluation of the survey evidence were performed and this Right-of-Way Plan was prepared under my responsible charge in accordance with applicable standards of practice defined by Colorado Department of Transportation publications.  
 This statement is not a guaranty or warranty, either expressed or implied.  
 Colorado Professional Land Surveyor License Number 38110

# DEPARTMENT OF TRANSPORTATION STATE OF COLORADO

## RIGHT OF WAY PLANS OF PROPOSED FEDERAL AID PROJECT NO. NHPP 0062-037 STATE HIGHWAY NO. 006G AND STATE HWY 121A JEFFERSON COUNTY, COLORADO



PERMANENT, PROPERTY, SLOPE, & UTILITY EASEMENT LINE (PROPOSED AND EXISTING)

TEMPORARY EASEMENT LINE (PROPOSED AND EXISTING)

PROPERTY BOUNDARY LINE (PROPOSED AND EXISTING)

ACCESS CONTROL LINE (PROPOSED AND EXISTING)

BARRIER ACCESS CONTROL LINE (PROPOSED AND EXISTING)

RIGHT OF WAY LINE (PROPOSED AND EXISTING)

VIRGIN RIGHT OF WAY LINE (PROPOSED AND EXISTING)

CITY LIMIT LINE

COUNTY LINE

QUARTER SECTION LINE

SECTION LINE

SIXTEENTH SECTION LINE

STATE LINE

TOWNSHIP LINE

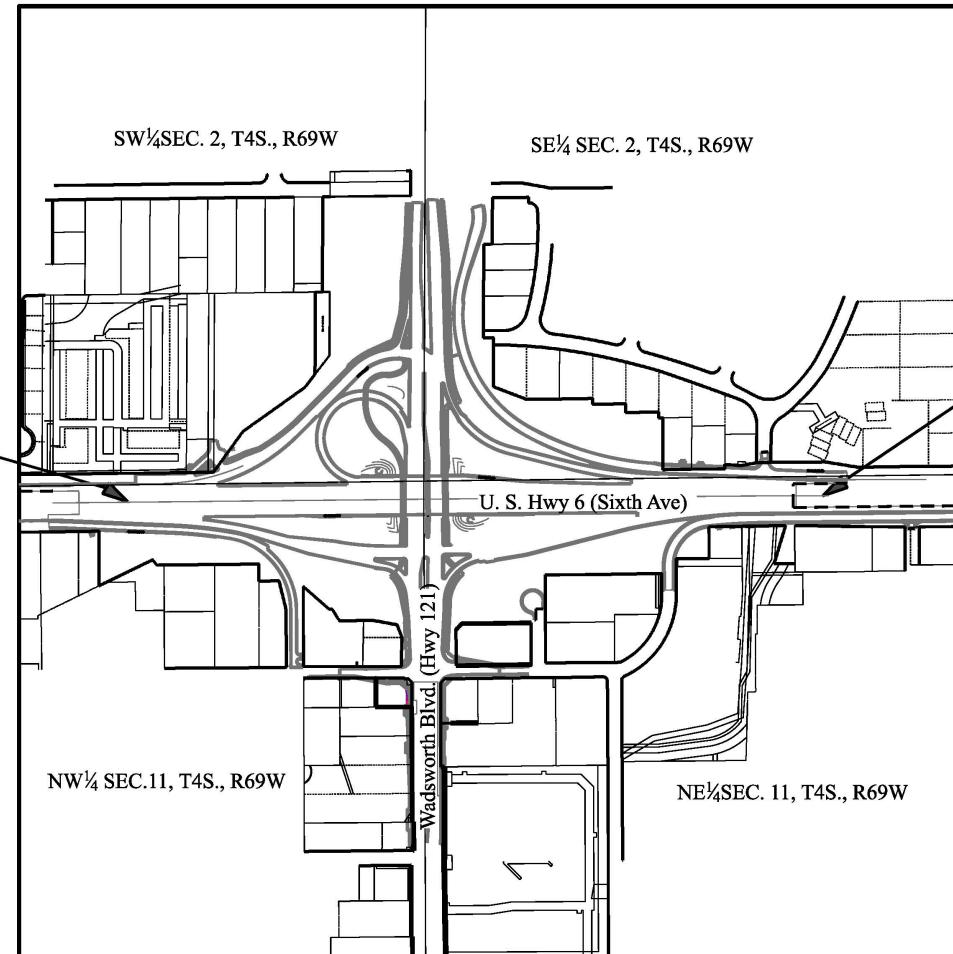
### SURVEY/ROW

TOP OF CUT

TOE OF FILL

### TERRAIN

Note: For a complete listing of symbology used within this set of plans, please refer to the M-100-1 Standard Symbols of the Colorado Department of Transportation M&S Standards Publication. Existing topo features are shown as screened weight (gray scale). Proposed or new features are shown as full weight without screening, except as noted with the word (proposed).



### PROJECT LOCATION MAP

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

BASIS OF BEARINGS: Bearings for this project are based on the west line of the Northeast Quarter of Section 11, found monumented at the southwest corner of said Northeast Quarter, by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard (2024) and First (1st) Avenue (2024), stamped "CITY OF LAKEWOOD C1/4 S11, LS 24957", and at the northwest corner of said Northeast Quarter, found monumented by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard and Sixth (6th) Avenue (US Highway 6, 2024) stamped "CITY OF LAKEWOOD S2 / S11 1/4 LS 24957", with a bearing between of South 00°13'42"East. The survey data was obtained from a global positioning system (GPS) survey based upon the Colorado High Accuracy Reference Network (CHARN), Colorado Central zone (502) NAD83. This control was established under CDOT project STU 0062-019 (project code 15215), deposited with reception number 2007087074, Jefferson County Clerk and Recorders office, and field verified by HKS on this Project Control Diagram during field work completed in October 2023.

1. This Right-of-Way Plan is not a boundary survey of the adjoining property and is prepared for the Colorado Department of Transportation purposes only.  
 2. For title information, The Colorado Department of Transportation relied on Title Commitment files 720-F02019-24, F02023-24, F02024-24, F02027-24, F02028-24, F02669-24, F02675-24, F02678-24, F0775-24, F02778-24, F02779-24, F02954-24, F02969-24, F02996-24, F03008-24, F03012-24, F03013-24, F03014-24, F06675-24 prepared by Fidelity National Title and Equity Title of Colorado file number 00057841 SB

3. This plan set is subject to change and may not be the most current set. It is the user's responsibility to verify with CDOT that this set is the most current. The information contained on the attached drawing is not valid unless this copy bears an original signature of the Professional Land Surveyor hereon named.

COLORADO DEPARTMENT OF TRANSPORTATION  
FEDERAL-AID HIGHWAY PROJECT

04/01/25

DATE

ROW PLANS AUTHORIZED:

CDOT CHIEF ENGINEER

### SHEET NO. INDEX OF SHEETS

1.01	1 Title Sheet
2.01-2.04	4 Tabulation of Properties
3.01-3.02	2 Project Control Diagram
4.01-4.07	7 Land Survey Control Diagram
5.01-5.02	2 Monumetation Sheets
6.01-6.0X	(NA) Tabulation of Road Approach Sheets
7.01-7.10	10 Plan Sheets
8.01-8.04	4 Ownership Map
30	Total Sheets

Scales of Original 11"x17" Drawings

Plan Sheets 1"=50'

Ownership Map 1"=200'

 <p>Colorado Department of Transportation 2829 WEST HOWARD PL DENVER, CO 80204 RIGHT OF WAY / SURVEY CENTRAL PROGRAM Region 1 K. LYON PLS-II</p>	Sheet Revisions			Sheet Revisions			Sheet Revisions			<p><b>Right of Way Plans</b> <b>Tabulation of Properties</b> Project Number: NHP 0062-037 Project Location: US 6 &amp; HWY 121 INTERCHANGE SECTIONS 2 &amp; 11, TWN 4 SOUTH, RANGE 69 WEST Project Code: Last Mod. Date      Subset      Sheet No. 24948      03/19/2025      2.01 to 2.04      2.02</p>
	Date mm/dd/yy	Description XXXXXXXX	Initials XXX	Date mm/dd/yy	Description XXXXXXXX	Initials XXX	Date mm/dd/yy	Description XXXXXXXX	Initials XXX	

### Sheet 2 - Tabulation of Properties

#### R.O.W. TABULATION OF PROPERTIES IN JEFFERSON COUNTY U.S. NO. 006

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres) ASSESSORS INFORMATION					Book and Page No. And/Or Reception No.	Title Commitment No.	Purpose Of Parcel	
				Area Of Parcel	Existing ROW	Parcel Area	Remainder Left	Remainder Right				
RW-85	Public Service Employees Credit Union (Canvas)	7575 W. 5th Ave	NE 1/4 Sec. 11, Twn. 4S, R69W	1036		37,250		36,214				Road widening and intersection improvements
						(0.855)		(0.831)				
		7055 E. Evans	Lakewood CO 80226									
PE-85	same as above	same as above		3624								access, construction and maintenance of utilities and roadway infra-structure improvements
TE-85	same as above	same as above		3489								access & construction of project transportation facilities
RW-79	Bruce & Annette Campbell	3900 Lakebreeze Ave.	NE 1/4 Sec. 11, Twn. 4S, R69W	454		18,438		17,984				Road widening and intersection improvements
						(0.423)		(0.413)				
		Minneapolis, MN. 55429	Lakewood, CO 80226									
PE-79	same as above	same as above		3364								access, construction and maintenance of utilities and roadway infra-structure improvements
TE-79	same as above	same as above		1696								access & construction of project transportation facilities
TE-79A	same as above	same as above		1108								Roadway and transportation facilities
RW-181	Yum Yum Tree Food Bazaar Inc.	100 Jefferson County Pkwy	NE 1/4 Sec. 11, Twn. 4S, R69W	173		630						for future disposal
			Vacant land									
		Golden, CO 80419										
181-RM	same as above	same as above					457					Road widening and intersection improvements
RW-81	CP Jafay, LLC	PO Box 741328	NE 1/4 Sec. 11, Twn. 4S, R69W	469		83,550		83,081				access, construction and maintenance of utilities and roadway infra-structure improvements
			480 Wadsworth Blvd			(1.918)		(1.907)				
		Dallas Texas 75374	Lakewood, CO 80226									
PE-81	same as above	same as above		3069								access & construction of roadway and infra-structure improvements
PE-90	Wal-Mart Real Estate Business Trust	PO Box 8050	NE 1/4 Sec. 11, Twn. 4S, R69W	1625		579,029						access, construction and maintenance of utilities and roadway and infra-structure improvements
			440 Wadsworth Blvd.			(13,224)						
		Bentonville, AR. 72716	Lakewood, CO 80226									
TE-90	same as above	same as above		3288								access & construction of roadway and infra-structure improvements
RW-97	401 Wadsworth Blvd. LLC	1666 S. University Blvd.	NW 1/4 Sec. 11, Twn. 4S, R69W	646		10,437		9,791				Road widening and intersection improvements
			401 Wadsworth Blvd.			(0.240)		(0.225)				
		Denver, CO 80210	Lakewood, CO 80226									
PE-97	same as above	same as above		1248								access, construction and maintenance of utilities and roadway infra-structure improvements



Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Sheet Revisions

Date mm/dd/yy	Description XXXXXXXX	Initials XXX

Right of Way Plans

PLAN SHEET

Project Number: NHPP 0062-037
Project Location: US6 & WADSWORTH INTERCHANGE
SECTIONS 2 & 11 TWN 4S R69W
Project Code: Last Mod. Date
24948 03/28/2025

Subset Sheet No.

7.01 to 7.06 7.04

KJL PLS-II

Parcels 97 ;  
POC to POB see sheet 7.08  
POB RW-97, PE-97: PT# 97.01  
POB TE-97: PT# 97.12

Parcel 96 ;  
POC to POB see sheet 7.08  
POB RW-96, PE-96: PT# 95.01  
POB TE-96: PT# 95.06

Parcel 95 ;  
POC to POB see sheet 7.08  
POB RW-95, PE-95: PT# 95.01  
POB TE-95: PT# 95.06

Parcel 94 ;  
POC to POB see sheet 7.08  
POB RW-94, PE-94: PT# 94.01  
POB TE-94: PT# 94.06

Parcel 93 ;  
POC to POB see sheet 7.08  
POB RW-93, PE-93: PT# 93.01  
POB TE-93: PT# 93.06

Parcel 92 ;  
POC to POB see sheet 7.08  
POB RW-92, PE-92: PT# 92.01  
POB TE-92: PT# 92.06

Parcel 91 ;  
POC to POB see sheet 7.08  
POB RW-91, PE-91: PT# 91.01  
POB TE-91: PT# 91.06

Parcel 90 ;  
POC to POB see sheet 7.07  
POB RW-90, PE-90: PT# 90.01

Parcel 89 ;  
POC to POB see sheet 7.07  
POB RW-89, PE-89: PT# 89.01

Parcel 88 ;  
POC to POB see sheet 7.07  
POB RW-88, PE-88: PT# 88.01

Parcel 87 ;  
POC to POB see sheet 7.07  
POB RW-87, PE-87: PT# 87.01

Parcel 86 ;  
POC to POB see sheet 7.07  
POB RW-86, PE-86: PT# 86.01

Parcel 85 ;  
POC to POB see sheet 7.07  
POB RW-85, PE-85: PT# 85.01

Parcel 84 ;  
POC to POB see sheet 7.07  
POB RW-84, PE-84: PT# 84.01

Parcel 83 ;  
POC to POB see sheet 7.07  
POB RW-83, PE-83: PT# 83.01

Parcel 82 ;  
POC to POB see sheet 7.07  
POB RW-82, PE-82: PT# 82.01

Parcel 81 ;  
POC to POB see sheet 7.07  
POB RW-81, PE-81: PT# 81.01

Parcel 80 ;  
POC to POB see sheet 7.07  
POB RW-80, PE-80: PT# 80.01

Parcel 79 ;  
POC to POB see sheet 7.07  
POB RW-79, PE-79: PT# 79.01

Parcel 78 ;  
POC to POB see sheet 7.07  
POB RW-78, PE-78: PT# 78.01

Parcel 77 ;  
POC to POB see sheet 7.07  
POB RW-77, PE-77: PT# 77.01

Parcel 76 ;  
POC to POB see sheet 7.07  
POB RW-76, PE-76: PT# 76.01

Parcel 75 ;  
POC to POB see sheet 7.07  
POB RW-75, PE-75: PT# 75.01

Parcel 74 ;  
POC to POB see sheet 7.07  
POB RW-74, PE-74: PT# 74.01

Parcel 73 ;  
POC to POB see sheet 7.07  
POB RW-73, PE-73: PT# 73.01

Parcel 72 ;  
POC to POB see sheet 7.07  
POB RW-72, PE-72: PT# 72.01

Parcel 71 ;  
POC to POB see sheet 7.07  
POB RW-71, PE-71: PT# 71.01

Parcel 70 ;  
POC to POB see sheet 7.07  
POB RW-70, PE-70: PT# 70.01

Parcel 69 ;  
POC to POB see sheet 7.07  
POB RW-69, PE-69: PT# 69.01

Parcel 68 ;  
POC to POB see sheet 7.07  
POB RW-68, PE-68: PT# 68.01

Parcel 67 ;  
POC to POB see sheet 7.07  
POB RW-67, PE-67: PT# 67.01

Parcel 66 ;  
POC to POB see sheet 7.07  
POB RW-66, PE-66: PT# 66.01

Parcel 65 ;  
POC to POB see sheet 7.07  
POB RW-65, PE-65: PT# 65.01

Parcel 64 ;  
POC to POB see sheet 7.07  
POB RW-64, PE-64: PT# 64.01

Parcel 63 ;  
POC to POB see sheet 7.07  
POB RW-63, PE-63: PT# 63.01

Parcel 62 ;  
POC to POB see sheet 7.07  
POB RW-62, PE-62: PT# 62.01

Parcel 61 ;  
POC to POB see sheet 7.07  
POB RW-61, PE-61: PT# 61.01

Parcel 60 ;  
POC to POB see sheet 7.07  
POB RW-60, PE-60: PT# 60.01

Parcel 59 ;  
POC to POB see sheet 7.07  
POB RW-59, PE-59: PT# 59.01

Parcel 58 ;  
POC to POB see sheet 7.07  
POB RW-58, PE-58: PT# 58.01

Parcel 57 ;  
POC to POB see sheet 7.07  
POB RW-57, PE-57: PT# 57.01

Parcel 56 ;  
POC to POB see sheet 7.07  
POB RW-56, PE-56: PT# 56.01

Parcel 55 ;  
POC to POB see sheet 7.07  
POB RW-55, PE-55: PT# 55.01

Parcel 54 ;  
POC to POB see sheet 7.07  
POB RW-54, PE-54: PT# 54.01

Parcel 53 ;  
POC to POB see sheet 7.07  
POB RW-53, PE-53: PT# 53.01

Parcel 52 ;  
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POB RW-52, PE-52: PT# 52.01

Parcel 51 ;  
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POB RW-51, PE-51: PT# 51.01

Parcel 50 ;  
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POB RW-50, PE-50: PT# 50.01

Parcel 49 ;  
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POB RW-49, PE-49: PT# 49.01

Parcel 48 ;  
POC to POB see sheet 7.07  
POB RW-48, PE-48: PT# 48.01

Parcel 47 ;  
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POB RW-47, PE-47: PT# 47.01

Parcel 46 ;  
POC to POB see sheet 7.07  
POB RW-46, PE-46: PT# 46.01

Parcel 45 ;  
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POB RW-45, PE-45: PT# 45.01

Parcel 44 ;  
POC to POB see sheet 7.07  
POB RW-44, PE-44: PT# 44.01

Parcel 43 ;  
POC to POB see sheet 7.07  
POB RW-43, PE-43: PT# 43.01

Parcel 42 ;  
POC to POB see sheet 7.07  
POB RW-42, PE-42: PT# 42.01

Parcel 41 ;  
POC to POB see sheet 7.07  
POB RW-41, PE-41: PT# 41.01

Parcel 40 ;  
POC to POB see sheet 7.07  
POB RW-40, PE-40: PT# 40.01

Parcel 39 ;  
POC to POB see sheet 7.07  
POB RW-39, PE-39: PT# 39.01

Parcel 38 ;  
POC to POB see sheet 7.07  
POB RW-38, PE-38: PT# 38.01

Parcel 37 ;  
POC to POB see sheet 7.07  
POB RW-37, PE-37: PT# 37.01

Parcel 36 ;  
POC to POB see sheet 7.07  
POB RW-36, PE-36: PT# 36.01

Parcel 35 ;  
POC to POB see sheet 7.07  
POB RW-35, PE-35: PT# 35.01

Parcel 34 ;  
POC to POB see sheet 7.07  
POB RW-34, PE-34: PT# 34.01

Parcel 33 ;  
POC to POB see sheet 7.07  
POB RW-33, PE-33: PT# 33.01

Parcel 32 ;  
POC to POB see sheet 7.07  
POB RW-32, PE-32: PT# 32.01

Parcel 31 ;  
POC to POB see sheet 7.07  
POB RW-31, PE-31: PT# 31.01

Parcel 30 ;  
POC to POB see sheet 7.07  
POB RW-30, PE-30: PT# 30.01

Parcel 29 ;  
POC to POB see sheet 7.07  
POB RW-29, PE-29: PT# 29.01

Parcel 28 ;  
POC to POB see sheet 7.07  
POB RW-28, PE-28: PT# 28.01

Parcel 27 ;  
POC to POB see sheet 7.07  
POB RW-27, PE-27: PT# 27.01

Parcel 26 ;  
POC to POB see sheet 7.07  
POB RW-26, PE-26: PT# 26.01

Parcel 25 ;  
POC to POB see sheet 7.07  
POB RW-25, PE-25: PT# 25.01

Parcel 24 ;  
POC to POB see sheet 7.07  
POB RW-24, PE-24: PT# 2

## EXHIBIT "A"

PROJECT NUMBER: NHPP 0062-037

PARCEL NUMBER: 181-RM

PROJECT CODE: 24948

DATE: March 11, 2025

### DESCRIPTION

A parcel of land 181-RM of the Department of Transportation, State of Colorado Project No. NHPP 0062-037, Project Code 24948, containing 457 sq. ft. (0.010 acres), more or less, being approximately 5 feet in width and 94 feet in length, lying between the parcel described at reception number 2014037543 to the north, and a parcel described at reception number 2005000176 to the south, in the Clerk and Recorders, located in the Northeast Quarter of Section 11, Township 4 South, Range 69 West, of the 6th Principal Meridian, Jefferson County, Colorado, and being more particularly described as follows:

Commencing at the North Quarter corner of said Section 11, marked with a 3.25-inch aluminum cap in a monument box at the intersection of 6th Avenue and Wadsworth Boulevard and stamped "CITY OF LAKEWOOD SEC 2 SEC 11 1/4 LS 24957", whence the Center Quarter corner of Section 11, marked with a 3.25-inch aluminum cap in a monument box at the intersection of Wadsworth Boulevard and 1st Avenue and stamped "CITY OF LAKEWOOD C1/4 S11 LS 24957", bears S00°13'42"E a distance of 2647.38 feet; thence S06°25'28"E, a distance of 843.13 feet to a point on the south line of said parcel at reception number 2014037543, also being Jefferson County Assessor Parcel ID number 49-111-00-090 and the POINT OF BEGINNING.

1. Thence coincident with the south line of said Jefferson County Assessor Parcel ID number 49-111-00-090, N89°17'49"E, a distance of 94.06 feet to a point on the west line of Jefferson County Assessor Parcel ID number 49-111-00-023;
2. Thence departing said south parcel line and coincident with the west line of Jefferson County Assessor Parcel ID number 49-111-00-023, S00°14'11"E, a distance of 4.91 feet to a point on the north line of the parcel described at Reception number 2005000176, also being Jefferson County Parcel ID number 49-111-00-024;
3. Thence coincident with said north parcel line S89°21'21"W, a distance of 94.06 feet;
4. Thence N00°13'42"W, a distance of 4.81 feet to the POINT OF BEGINNING;

The above described tract or parcel contains 457 sq. ft. (0.010 acres), more or less.

**BASIS OF BEARINGS:** Bearings for this project are based on the west line of the Northeast

Quarter of Section 11, found monumented at the southwest corner of said Northeast Quarter, by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard and First (1<sup>st</sup>) Avenue, stamped "CITY OF LAKEWOOD C1/4 S11, LS 24957", and at the northwest corner of said Northeast Quarter, found monumented by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard and Sixth (6<sup>th</sup>) Avenue (US Highway 6, 2024) stamped "CITY OF LAKEWOOD S2 / S11 1/4 LS 24957", with a bearing between of South 00°13'42" East. The survey data was obtained from a global positioning system (GPS) survey based upon the Colorado High Accuracy Reference Network (CHARN).

Author

Kathryn Lyon

Colorado Professional Land Surveyor License number 38110

For and on behalf of the Colorado Department of Transportation

2829 W. Howard Place

Denver, CO 80204

(This document is not final unless it has an official PLS stamp and signature)



## EXHIBIT "A"

PROJECT NUMBER: NHPP 0062-037

PARCEL NUMBER: RW-181

PROJECT CODE: 24948

DATE: March 11, 2025

### DESCRIPTION

A parcel of land No. RW-181 of the Department of Transportation, State of Colorado Project No. NHPP 0062-037, Project Code 24948, containing 173 sq. ft. (0.004 acres), more or less, being approximately 5 feet in width and lying east of Wadsworth Blvd. (Hwy 121, 2024) between the parcel described at reception number 2014037543 to the north, and a parcel described at reception number 2005000176 to the south, in the Clerk and Recorders, located in the Northeast Quarter of Section 11, Township 4 South, Range 69 West, of the 6th Principal Meridian, Jefferson County, Colorado, and being more particularly described as follows:

Commencing at the North Quarter corner of said Section 11, marked with a 3.25-inch aluminum cap in a monument box at the intersection of 6th Avenue and Wadsworth Boulevard and stamped "CITY OF LAKEWOOD SEC 2 SEC 11 1/4 LS 24957", whence the Center Quarter corner of Section 11, marked with a 3.25-inch aluminum cap in a monument box at the intersection of Wadsworth Boulevard and 1st Avenue and stamped "CITY OF LAKEWOOD C1/4 S11 LS 24957", bears S00°13'42"E a distance of 2647.38 feet; thence S03°58'52"E, a distance of 840.30 feet to a point on the east right of way line of said Wadsworth Blvd., also being the POINT OF BEGINNING.

1. Thence departing said east right of way line of Wadsworth Blvd., and coincident with the south line of said parcel described at Reception number 2014037543, N89°17'49"E, a distance of 36.00 feet;
2. Thence departing said south parcel line, S00°14'11"E, a distance of 4.81 feet to a point on the north line of the parcel described at Reception number 2005000176;
3. Thence coincident with said north parcel line S89°21'21"W, a distance of 36.00 feet to a point on said east right of way line of Wadsworth Blvd.;
4. Thence coincident with said east right of way line, N00°13'42"W, a distance of 4.78 feet to the POINT OF BEGINNING;

The above described tract or parcel contains 173 sq. ft. (0.004 acres), more or less.

**BASIS OF BEARINGS:** Bearings for this project are based on the west line of the Northeast Quarter of Section 11, found monumented at the southwest corner of said Northeast Quarter, by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard and First (1<sup>st</sup>) Avenue, stamped "CITY OF LAKEWOOD C1/4 S11, LS24957", and at the northwest corner of said

Northeast Quarter, found monumented by a 3.25 inch aluminum cap at the intersection of Wadsworth Boulevard and Sixth (6<sup>th</sup>) Avenue (US Highway 6, 2024) stamped "CITY OF LAKEWOOD S 2 / S 11 1/4LS 24957", with a bearing between of South 00°13'42" East. The survey data was obtained from a global positioning system (GPS) survey based upon the Colorado High Accuracy Reference Network (CHARN).

Author

Kathryn Lyon

Colorado Professional Land Surveyor License number 38110

For and on behalf of the Colorado Department of Transportation

2829 W. Howard Place

Denver, CO 80204

(This document is not final unless it has an official PLS stamp and signature)



**EXHIBIT A - Search for heirs of Yum Yum Tree Food Bazaar Inc. on Wadsworth Boulevard in Lakewood, CO**

Contact	Name or phone number	Date	Results
Jefferson County Clerk and Recorder	<u>Val, 303-271-8173</u>	9/15/2025	Val from the Jefferson County Clerk and Recorders office sent me the conveyance deeds they had. One is dated December 30, 1968 and the other one is dated January 19, 1972.
Jefferson County Treasurer's Office	Denise Bode 303-271-8336	9/15/2025	I spoke to Denise Bode at the Treasurer's office and she told me Yum Yum Tree Food Bazaar has not paid taxes so the Assessor put the property on the tax roll in 2019. It then went to tax sale in 11/2020 then again in 2022 and someone has been paying the taxes for now.
Terese Manly, daughter of Thomas Wong	303-246-5818	12/10/2025	We found an obituary for Thomas Feng Wong who was an owner of a Yum Yum Tree Food Bazaar and the obituary listed some heirs. I contacted his daughter Terese but she told me her father did not own the Yum Yum Tree on Wadsworth. He only owned the one in Cherry Creek. She suggested that maybe a man named Pete Landau owned the Wadsworth location. She said she remembered him from her childhood.
Justin Curry, Andrew Mossman, Cassidy Rosete	Colorado State Attorney General's Office	12/10/2025	I met on line with Justin, Andrew and Cassidy from the AG's office to get guidance on how to proceed with the Yum Yum Tree acquisition. They encouraged me to try to contact the heirs in the obituary and gave some guidance on how we would proceed if I were unable to find an heir.
Penny (Klaus Peter Landau's wife)	303-321-2998 & 303-526-0322	12/12/2025	I contacted Peter Landau's wife who told me Peter had died in April 2025 and she told me she is trustee of his estate. She said she thought he did own the Yum Yum Tree on Wadsworth but it was long before she was married to him. She told me she does not have any documentation showing he owned it.
Andrew Mossman, Colorado State Attorney General's Office	720-508-6635	12/23/2025	I received an email from Andrew Mossman from the AG's office saying they reviewed the conveyance deeds I sent to them. They also searched Klaus Peter Landau in property records and As for Klaus Peter Landau, Andrew searched for him in the property records and looked at all the deeds he was on. It didn't seem like any of them matched the strip at issue or were even in the general area. Also, all of Landau's recorded documents are from 1981 or more recent. Presumably, he'd have to have a deed recorded pre-1969 for him to have been the former owner. He asked if I had anything tying Landau to the parcel; which I do not.  Andrew also asked me to have a Region 1 surveyor review the legal descriptions in all of the deeds I sent over to see if the Yum Yum Tree parcel was in fact transferred at some point and contained in an existing deed. He also suggested that the surveyor confirm that the deed at reception no. 467983 is north of 5th ave.
Shannon Hart, CDOT Survey Supervisor	303-365-7410	1/8/2026	I asked Shannon Hart, CDOT Survey Supervisor to look at this for me. He did and he told me that the deed at reception #467983 describes the property that is JeffCo Parcel ID 49-111-00-023, so that is on the south side of 5th Ave.  He also looked into the Yum Yum Tree parcel and said he did not find where they ever transferred the area that is listed on the ROW plans as RW-181 and 181-RM. The fact that the title commitment came back naming them as the owner of that area, and the county assessor specifically shows that parcel with its own ID # and them as current owners would seem to back that up as well.



## Transportation Commission Memorandum

**To:** The Transportation Commission

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

Bethany Nicholas, Deputy Chief Financial Officer

**Date:** February 18, 2026

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

### Purpose

To review the draft FY 2026-27 Final Annual Budget Allocation Plan, set for adoption in March 2026.

### Action

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

### FY 2026-27 Final Annual Budget

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

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

### Changes from the Proposed Budget

An updated Revenue Allocation Plan is attached for review. Noteworthy changes from the FY 2026-27 Proposed Budget include the following:



# COLORADO

## Department of Transportation

- **Revenue adjustments to CDOT and Enterprises:** Total revenue available for allocation in the FY 2026-27 Final Budget was updated based on the latest revenue forecast, with changes impacting CDOT and four of the five enterprises. Overall revenue to CDOT was reduced by \$5.4 million which is the net impact of minor increases across multiple revenue sources, offset by a reduction to flexible FHWA funds within the CDOT budget. The FY 2026-27 Final Budget restores the full \$15.0 million annual FHWA transfer to the Bridge and Tunnel Enterprise (BTE) to assist with debt service payments on its Series 2019A and Series 2024B Senior Revenue Bonds. Pursuant to a 2010 MOU between CDOT and the BTE, CDOT contributes up to \$15 million annually in federal funds to the debt service associated with the 2010 BTE Build America Bonds issued to accelerate poor bridge replacement upon the initial creation of BTE. This action shifts \$7.0 million in revenue from CDOT to BTE.
- **10 Year Plan Project Lines (Lines 10, 19 and 46):** The total budget allocated for the 10 Year Plan for FY 2026-27 is \$142.7 million, which is a reduction of \$2.3 million from the Proposed Budget. Revenue sources to the 10 Year Plan include inflexible federal funds, such as PROTECT, Bridge Formula Program, Carbon Reduction, and 50% of the forecasted revenue to the National Highway Freight Program. The 10 Year Plan also includes \$6.0 million in remaining flexible federal funds. The total General Fund allocated to the 10 Year Plan is \$50.5 million pursuant to SB 25-257.

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

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



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

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

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

- **Commission Reserve Funds (Line 73):** The surplus of flexible state funds (\$6.7 million) that was left unallocated in the Commission Reserve Funds line in the Proposed Budget is now fully allocated. This balance was used to increase allocations to the Maintenance Program Areas (lines 23 through 32), Agency Operations and Administration lines for statewide common policies, and several budget lines for and EMT-approved decision items (see Decision Item section below). It was also used to partially backfill the flexible FHWA revenue that was shifted to BTE to assist with debt service payments.

## Decision Items

During the FY 2026-27 budget-building process, CDOT divisions and regions requested decision items, which are requests for funding that represent a significant change to a division's current program (e.g. new or expanded programs or investments). In accordance with Policy Directive (PD) 703.0, decision item requests of less than \$1 million are reviewed and subject to approval by the EMT, while decision items of \$1 million or greater are reviewed by the EMT and then forwarded to the TC for



# COLORADO

## Department of Transportation

consideration, with final approval with the Final Annual Budget Allocation Plan in March 2026.

For FY 2026-27, there are two decision items approved by the EMT that require additional approval by the TC based on the request amount.

- Real-Time Traffic Operations in the Division of Maintenance and Operations (DMO) is requesting \$1.3 million in ongoing federal funding to expand the Safety Patrol Program on the North I-25 and I-70 Mountain corridors, and to secure the upcoming 2026 Safety Patrol and Heavy Tow contract renewal. Specifically, this funding will add six new vehicles and two full-time teams to expand North I-25 coverage toward a 24/7 model and shift I-70 Mountain Corridor operations from weekend-only to full seven-day-a-week service.

By addressing these critical operational gaps, the program ensures proactive incident management including motorist assistance, winter weather support, and temporary traffic control across Colorado's most high-volume routes. These investments are projected to improve traffic flow, expedite incident clearance times, and reduce the risk of secondary crashes, directly enhancing statewide safety and mobility. This funding is included in the Real-Time Traffic Operations line (Line 40).

- DMO is requesting \$1.5 million to fund I-70 JOA per diem and hotel costs for FY 2026-27. This is an ongoing request to support JOA Operations per diem and hotel costs which are centralized to one area for payment to keep it separate from normal operating expenses when JOA is above normal workload due to position vacancies and other factors. Budget amendments have been approved to fund this need annually since FY 2021-22, but if approved, \$1.5 million will be built into the budget and eliminate the need for ongoing budget amendments. This funding is included in the Agency Operations line (Line 66).

Additionally, there are two notable decision items that are being shared with the TC as information items:

- Property Management in DMO is requesting a \$0.8 million budget increase for FY 2026-27 for employee housing operations and maintenance. This increase brings the total program budget to \$1.2 million, which is partially intended to address a historical funding deficit where annual capital, operating, and HOA costs exceeded the program's annual revenue (projected at \$630,768 for FY 2025-26 based on current occupancy). This increase will align expenses with revenue and prevent costly asset deterioration that would divert funds from the Building Asset Management program. The \$0.8 million increase is included in the Agency Operations line (Line 66).
- Fleet Services in DMO is requesting \$0.5 million in ongoing funds for Statewide Light Fleet vehicle payments and variable rate charges (maintenance and



mileage) to address budget shortfalls. This brings the total budget for Fleet Services to \$6.7 million. The shortfall is driven by rising vehicle payments, in particular for electric vehicles. While DMO is actively working to reduce the fleet, current turn-ins consist mostly of older vehicles with only standard maintenance fees and no monthly payments, which does not significantly reduce costs. Without additional funding, DMO will be forced to continue diverting resources from other essential programs. The \$0.5 million increase is included in the Agency Operations line (Line 66).

### **Estimated FY 2025-26 Roll Forwards**

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

### **Next Steps**

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

### **Attachments**

Attachment A - Draft FY 2026-27 Revenue Allocation Plan

Attachment B - Draft FY 2026-27 Spending Plan

Attachment C - Presentation

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

71	Contingency Reserve	\$61.3 M	\$21.7 M	\$15.0 M	\$76.3 M		
72	Contingency Fund	\$21.1 M	\$15.0 M	\$15.0 M	\$36.1 M	TC	FHWA / SH
73	Commission Reserve Funds	\$40.2 M	\$6.7 M	\$0.0 M	\$40.2 M	TC	FHWA / SH
74	Other Programs	\$42.2 M	\$40.2 M	\$40.3 M	\$82.5 M		
75	Safety Education	\$31.0 M	\$20.2 M	\$20.3 M	\$51.3 M	TC / FR	NHTSA / SL
76	Planning and Research	\$1.5 M	\$18.6 M	\$18.6 M	\$20.1 M	FR	FHWA / SH
77	State Infrastructure Bank	\$9.7 M	\$1.4 M	\$1.4 M	\$11.1 M	TC	SIB
78	<b>Total - CDOT</b>	<b>\$1,643.0 M</b>	<b>\$1,689.9 M</b>	<b>\$1,684.6 M</b>	<b>\$3,326.7 M</b>		

79	Colorado Bridge & Tunnel Enterprise (BTE)						
80	Capital Construction	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M		
81	Asset Management-BTE	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M		
82	Capital Construction-BTE	\$31.8 M	\$117.3 M	\$124.7 M	\$156.5 M	BTE Board	SB 09-108, SB 21-260
83	Maintenance and Operations	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M		
84	Asset Management-BTE	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M		
85	Maintenance and Preservation	\$0.8 M	\$1.4 M	\$1.4 M	\$2.2 M	BTE Board	SB 09-108
86	Administration & Agency Operations	\$2.0 M	\$2.2 M	\$2.6 M	\$4.6 M		
87	Agency Operations-BTE	\$2.0 M	\$2.2 M	\$2.6 M	\$4.6 M	BTE Board	SB 09-108, SB 21-260
88	Debt Service	\$0.7 M	\$78.3 M	\$78.3 M	\$79.0 M	BTE Board	FHWA / SH
89	Debt Service-BTE	\$0.7 M	\$78.3 M	\$78.3 M	\$79.0 M	BTE Board	FHWA / SH
90	<b>Total - Bridge &amp; Tunnel Enterprise (BTE)</b>	<b>\$35.2 M</b>	<b>\$199.2 M</b>	<b>\$207.0 M</b>	<b>\$242.2 M</b>		

91	Colorado Transportation Investment Office (CTIO)						
92	Capital Construction	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M		
93	Mobility	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M		
94	Capital Construction-CTIO	\$0.0 M	\$4.0 M	\$4.0 M	\$4.0 M	CTIO Board	Tolls / Managed Lanes Revenue
95	Maintenance and Operations	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M		
96	Asset Management	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M		
97	Express Lanes Operations	\$167.1 M	\$144.6 M	\$161.0 M	\$328.1 M	CTIO Board	Tolls / Managed Lanes Revenue
98	Multimodal and Mobility Programs	\$63.9 M	\$57.9 M	\$55.8 M	\$119.7 M		
99	Rail Projects	\$63.9 M	\$57.9 M	\$55.8 M	\$119.7 M	CTIO Board	SB 24-230
10	Administration & Agency Operations-CTIO	\$12.3 M	\$25.8 M	\$7.8 M	\$20.1 M		
101	Agency Operations-CTIO	\$12.3 M	\$25.8 M	\$7.8 M	\$20.1 M	CTIO Board	Tolls / Fee for Service / SB 24-230
102	Debt Service-CTIO	\$0.0 M	\$23.0 M	\$23.0 M	\$23.0 M		
103	Debt Service-CTIO	\$0.0 M	\$23.0 M	\$23.0 M	\$23.0 M	CTIO Board	Tolls / Managed Lanes Revenue
104	<b>Total - Colorado Transportation Investment Office (CTIO)</b>	<b>\$243.2 M</b>	<b>\$255.2 M</b>	<b>\$251.6 M</b>	<b>\$494.8 M</b>		

105	Clean Transit Enterprise (CTE)						
106	Suballocated Programs	\$20.0 M	\$101.6 M	\$101.1 M	\$121.1 M		
107	Transit and Multimoda	\$20.0 M	\$101.6 M	\$101.1 M	\$121.1 M		
108	Zero Emissions Transit Grant Program	\$20.0 M	\$15.4 M	\$12.5 M	\$32.5 M	CTE Board	SB 21-260
109	Local Transit Operations Formula Program	\$0.0 M	\$75.4 M	\$78.1 M	\$78.1 M	CTE Board	SB 24-230
110	Local Transit Grant Programs	\$0.0 M	\$10.8 M	\$10.5 M	\$10.5 M	CTE Board	SB 24-230
111	Multimodal and Mobility Programs	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M		
112	Mobility	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M		
113	Rail Grant Program	\$0.0 M	\$21.5 M	\$20.8 M	\$20.8 M	CTE Board	SB 24-230
114	Administration & Agency Operations	\$0.0 M	\$2.7 M	\$2.8 M	\$2.9 M		
115	Agency Operations-CTE	\$0.0 M	\$2.7 M	\$2.8 M	\$2.9 M	CTE Board	SB 21-260/SB 24-230
116	Contingency Reserve	\$0.0 M	\$1.3 M	\$1.3 M	\$1.3 M		
117	Contingency Reserve-CTE	\$0.0 M	\$1.3 M	\$1.3 M	\$1.3 M	CTE Board	SB 21-260
118	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
119	Debt Service-CTE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	CTE Board	SB 21-260
120	<b>Total - Clean Transit Enterprise (CTE)</b>	<b>\$20.0 M</b>	<b>\$127.1 M</b>	<b>\$126.0 M</b>	<b>\$146.1 M</b>		

121	Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)						
122	Suballocated Programs	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M		
123	Mobility	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M		
124	NAAPME Projects	\$26.0 M	\$17.2 M	\$15.2 M	\$41.2 M	NAAPME Board	SB 21-260
125	Administration & Agency Operations	\$0.0 M	\$0.2 M	\$0.5 M	\$0.5 M		
126	Agency Operations-NAAPME	\$0.0 M	\$0.2 M	\$0.5 M	\$0.5 M	NAAPME Board	SB 21-260
127	Contingency Reserve	\$0.2 M	\$0.0 M	\$0.0 M	\$0.2 M		
128	Contingency Reserve-NAAPME	\$0.2 M	\$0.0 M	\$0.0 M	\$0.2 M	NAAPME Board	SB 21-260
129	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
130	Debt Service-NAAPME	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	NAAPME Board	SB 21-260
131	<b>Total - Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)</b>	<b>\$26.2 M</b>	<b>\$17.4 M</b>	<b>\$15.8 M</b>	<b>\$41.8 M</b>		

132	Fuels Impact Enterprise (FIE)						
133	Suballocated Programs	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M		
134	Highway	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M		
135	Fuels Impact Grants	\$3.3 M	\$15.7 M	\$15.5 M	\$18.7 M	FIE Board	SB 23-280
136	Administration & Agency Operations	\$0.0 M	\$0.1 M	\$0.3 M	\$0.3 M		
137	Agency Operations-FIE	\$0.0 M	\$0.1 M	\$0.3 M	\$0.3 M	FIE Board	SB 23-280
138	Contingency Reserve	\$0.1 M	\$0.0 M	\$0.0 M	\$0.1 M		
139	Contingency Reserve-FIE	\$0.1 M	\$0.0 M	\$0.0 M	\$0.1 M	FIE Board	SB 23-280
140	Debt Service	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M		
141	Debt Service-FIE	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	FIE Board	SB 23-280

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

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

**Key to Acronyms:**

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

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

Line	Budget Category / Program	FY 2026-27 Projected Expenditures
<b>1</b>	<b>Colorado Department of Transportation (CDOT)</b>	
2	Projected Fund Balance and SB267 Trustee Account Balance	\$ 988.5M
3	Projected FY27 Revenue	\$ 1,684.2M
<b>4</b>	<b>Total Projected - CDOT</b>	<b>\$ 2,672.8M</b>
<b>5</b>	<b>Capital Construction</b>	<b>\$ 1,300.3M</b>
<b>6</b>	<b>Pre-Construction Activities</b>	<b>\$ 169.M</b>
<b>7</b>	<b>Right of Way</b>	<b>\$ 39.M</b>
<b>8</b>	<b>Acquisitions</b>	<b>\$ 33.4M</b>
<b>9</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 1.1M</b>
<b>10</b>	<b>Personal/Professional Services</b>	<b>\$ 1.9M</b>
<b>11</b>	<b>Indirect Allocations to Projects*</b>	<b>\$ 1.M</b>
<b>12</b>	<b>Other</b>	<b>\$ 1.6M</b>
<b>13</b>	<b>Design and Other Pre-Construction Activities</b>	<b>\$ 130.0M</b>
<b>14</b>	<b>Personal/Professional Services</b>	<b>\$ 81.9M</b>
<b>15</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 14.3M</b>
<b>16</b>	<b>Indirect Allocations to Projects*</b>	<b>\$ 14.8M</b>
<b>17</b>	<b>Other</b>	<b>\$ 19.M</b>
<b>18</b>	<b>Construction Activities</b>	<b>\$ 1131.2M</b>
<b>19</b>	<b>Contractor Payments</b>	<b>\$ 884.2M</b>
<b>20</b>	<b>Personal/Professional Services</b>	<b>\$ 37.4M</b>
<b>21</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 4.2M</b>
<b>22</b>	<b>Indirect Allocations to Projects*</b>	<b>\$ 83.1M</b>
<b>23</b>	<b>Construction Engineering Allocations to Projects*</b>	<b>\$ 53.4M</b>
<b>24</b>	<b>Other</b>	<b>\$ 69.M</b>
<b>25</b>	<b>Maintenance and Operations</b>	<b>\$ 434.M</b>
<b>26</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 190.6M</b>
<b>27</b>	<b>Personal/Professional Services</b>	<b>\$ 24.M</b>
<b>28</b>	<b>Operating</b>	<b>\$ 122.M</b>
<b>29</b>	<b>Capital</b>	<b>\$ .8M</b>
<b>30</b>	<b>Other</b>	<b>\$ 50.2M</b>
<b>31</b>	<b>Property</b>	<b>\$ 22.7M</b>
<b>32</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 2.6M</b>
<b>33</b>	<b>Personal/Professional Services</b>	<b>\$ .1M</b>
<b>34</b>	<b>Operating</b>	<b>\$ .7M</b>
<b>35</b>	<b>Capital</b>	<b>\$ 19.3M</b>
<b>36</b>	<b>Capital Equipment</b>	<b>\$ 23.6M</b>
<b>37</b>	<b>Capital</b>	<b>\$ 23.5M</b>
<b>38</b>	<b>Operating</b>	<b>\$ .1M</b>
<b>39</b>	<b>Multimodal and Mobility Programs, Non Construction</b>	<b>\$ 22.4M</b>
<b>40</b>	<b>CDOT Staff Salaries and Benefits</b>	<b>\$ 3.5M</b>
<b>41</b>	<b>Personal/Professional Services</b>	<b>\$ 11.4M</b>
<b>42</b>	<b>Operating</b>	<b>\$ 3.M</b>
<b>43</b>	<b>Capital</b>	<b>\$ 4.5M</b>
<b>44</b>	<b>Suballocated Programs</b>	<b>\$ 330.3M</b>

42	Grant Payments to Local Entities	\$ 313.8M
43	CDOT Staff Salaries and Benefits	\$ .6M
44	Personal/Professional Services	\$ 7.9M
45	Operating	\$ 7.9M
46	<b>Administration &amp; Agency Operations</b>	<b>\$ 142.2M</b>
47	CDOT Staff Salaries and Benefits	\$ 41.4M
48	Personal/Professional Services	\$ 8.3M
49	Operating	\$ 92.5M
50	<b>Debt Service</b>	<b>\$ 59.0M</b>
51	Debt Service	\$ 59.0M
52	<b>Other Programs, Non Construction</b>	<b>\$ 40.3M</b>
53	CDOT Staff Salaries and Benefits	\$ .5M
54	Personal/Professional Services	\$ 5.4M
55	Operating	\$ 2.3M
56	Division of Tranportation Development(DTD) Projects and Studies	\$ 32.1M
57	<b>Total - CDOT</b>	<b>\$ 2,328.5M</b>
58	<b>Colorado Bridge &amp; Tunnel Enterprise (BTE)</b>	
	Projected Cash Balance	\$ 410.6M
	Projected FY27 Revenue	\$ 206.1M
	<b>Total Projected - BTE</b>	<b>\$ 616.7M</b>
59	Capital Construction	\$ 237.2M
60	Pre-Construction Activities	\$ 13.1M
61	Right of Way	\$ 6.4M
62	Acquisitions	\$ 5.2M
63	CDOT Staff Salaries and Benefits	\$ .2M
64	Personal/Professional Services	\$ .2M
65	Other	\$ .9M
66	<b>Design and Other Pre-Construction Activities</b>	<b>\$ 6.7M</b>
67	Personal/Professional Services	\$ 5.7M
68	CDOT Staff Salaries and Benefits	\$ .5M
69	Other	\$ .5M
70	<b>Construction Activities</b>	<b>\$ 224.1M</b>
71	Contractor Payments	\$ 177.9M
72	Personal/Professional Services	\$ 11.7M
73	CDOT Staff Salaries and Benefits	\$ 1.8M
74	Other	\$ 32.7M
75	<b>Maintenance and Operations</b>	<b>\$ 1.4M</b>
76	<b>Asset Management</b>	<b>\$ 1.4M</b>
77	Maintenance and Preservation-CBE	\$ 1.4M
78	<b>Administration &amp; Agency Operations</b>	<b>\$ 2.2M</b>
79	Agency Operations-CBE	\$ 2.2M
80	<b>Debt Service</b>	<b>\$ 78.3M</b>
81	Debt Service-CBE	\$ 78.3M
82	<b>Total - BTE</b>	<b>\$ 319.1M</b>
83	<b>Colorado Transportation Investment Office (CTIO)</b>	
	Projected Cash Balance	\$ 218.4M
	Projected FY27 Revenue	\$ 253.0M
	<b>Total Projected - CTIO</b>	<b>\$ 471.4M</b>

84	<b>Capital Construction</b>	<b>\$ 10.M</b>
95	<b>Construction Activities</b>	<b>\$ 10.M</b>
96	Contractor Payments	\$ 4.6M
97	Personal/Professional Services	\$ 1.3M
99	Other	\$ 4.1M
<b>100</b>	<b>Maintenance and Operations</b>	<b>\$ 80.2M</b>
101	<b>Asset Management-CTIO</b>	<b>\$ 80.2M</b>
102	Express Lanes Operations	\$ 80.2M
<b>103</b>	<b>Multimodal and Mobility Programs</b>	<b>\$ 9.5M</b>
104	Rail Projects	\$ 9.5M
<b>105</b>	<b>Administration &amp; Agency Operations</b>	<b>\$ 1.6M</b>
106	Agency Operations	\$ 1.6M
<b>107</b>	<b>Debt Service</b>	<b>\$0.0 M</b>
108	Debt Service	\$0.0 M
<b>109</b>	<b>Total - CTIO</b>	<b>\$ 101.2M</b>
<b>110</b>	<b>Clean Transit Enterprise (CTE)</b>	
	Projected Cash Balance (not eligible for roll forward)	\$ 82.5M
	Projected FY27 Revenue	\$ 127.1M
	<b>Total Projected - CTE</b>	<b>\$ 209.6M</b>
<b>111</b>	<b>Suballocated Programs</b>	<b>\$ 101.3M</b>
<b>112</b>	<b>Transit and Multimodal</b>	<b>\$ 101.3M</b>
113	Zero Emissions Transit Grant Program	\$12.7 M
114	Local Transit Operations Formula Program	\$77.6 M
115	Local Transit Grant Program	\$11.0 M
<b>116</b>	<b>Multimodal and Mobility Programs</b>	<b>\$ 20.8M</b>
<b>117</b>	<b>Mobility</b>	<b>\$ 20.8M</b>
118	Rail Grant Program	\$20.8 M
<b>119</b>	<b>Administration &amp; Agency Operations</b>	<b>\$2.7 M</b>
120	Agency Operations - Clean Transit	\$2.7 M
<b>121</b>	<b>Contingency Reserve</b>	<b>\$ 0.0 M</b>
122	Contingency Reserve - Clean Transit	\$0.0 M
<b>123</b>	<b>Debt Service</b>	<b>\$ 0.0 M</b>
124	Debt Service - Clean Transit	\$0.0 M
<b>125</b>	<b>Total - CTE</b>	<b>\$104.0 M</b>
<b>126</b>	<b>Nonattainment Area Air Pollution Mitigation (NAAPME)</b>	
	Projected Cash Balance	\$ 17.3M
	Projected FY27 Revenue	\$ 15.8M
	<b>Total Projected - NAAPME</b>	<b>\$ 31M</b>
<b>127</b>	<b>Suballocated Programs</b>	<b>\$17.3 M</b>
128	NAAPME Projects	\$17.3 M
<b>129</b>	<b>Administration &amp; Agency Operations</b>	<b>\$0.2 M</b>
130	Agency Operations - Nonattainment	\$0.2 M
<b>131</b>	<b>Debt Service</b>	<b>\$ 0.0 M</b>
132	Debt Service - Nonattainment	\$0.0 M
<b>133</b>	<b>Total - NAAPME</b>	<b>\$17.5 M</b>
<b>134</b>	<b>Fuels Impact Enterprise</b>	
	Projected Cash Balance	\$ 0.0 M

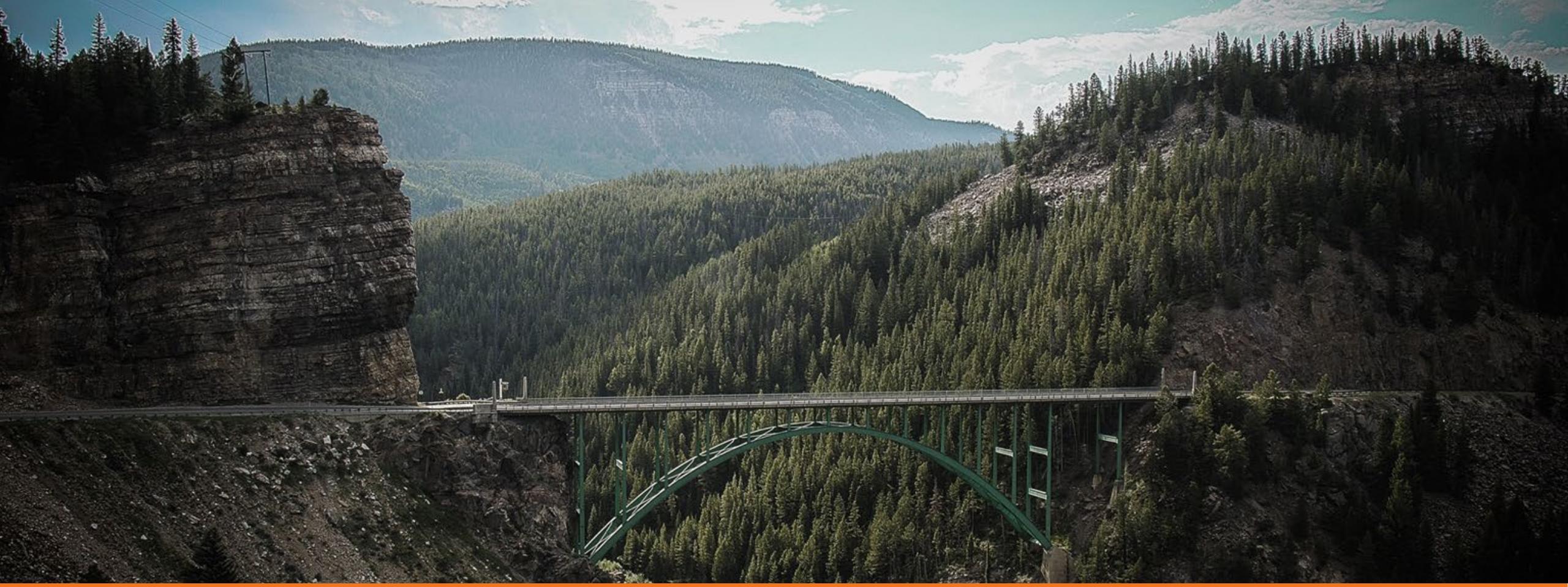
	Projected FY27 Revenue	\$ 15.8M
	<b>Total Projected - Fuels Impact</b>	<b>\$ 15.8M</b>
135	Suballocated Programs	\$14.9 M
136	Fuels Impact Grants	\$14.9 M
137	<b>Administration &amp; Agency Operations</b>	<b>\$0.1 M</b>
138	Agency Operations - Fuels	\$0.1 M
139	<b>Debt Service</b>	<b>\$ 0.0M</b>
140	Debt Service - Fuels	\$ 0.0M
141	<b>Total - Fuels Impact</b>	<b>\$15.0 M</b>
142	<b>Total - CDOT and Enterprises</b>	<b>\$ 2,885.3M</b>
143	<b>Indirect and Construction Engineering **</b>	
144	Indirect and Construction Engineering**	\$ 193.4M
145	<b>Indirect Budget Allocations**</b>	<b>\$ 132.5M</b>
146	CDOT Staff Salaries and Benefits	\$ 104.2M
147	Personal/Professional Services	\$ 11.9M
148	Other	\$ 16.4M
149	<b>Construction Engineering Budget Allocations**</b>	<b>\$ 60.9M</b>
150	CDOT Staff Salaries and Benefits	\$ 13.3M
151	Personal/Professional Services	\$ 46.9M
152	Other	\$ .7M
153	<b>Total - Indirect and Construction Engineering **</b>	<b>\$ 193.4M</b>
154	<b>Total - CDOT, Enterprises and Indirect and Construction Engineering</b>	<b>\$ 3,078.6M</b>

M is millions in dollar amount

\*Allocations of indirects and construction engineering that are assessed to construction projects (i.e. the source of indirects and construction engineering)

\*\*Allocations of indirects and construction engineering to cost centers for construction program operations.

This section reflects actual spending by the Department (i.e. the uses of indirects and construction engineering)



Department of Transportation

# February 2026 Budget Workshop

# Draft FY 2026-27 Final Annual Budget



# Agenda

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

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



Fire engine at Eisenhower-Johnson memorial tunnel



# Sources of CDOT and Enterprise Revenue FY 2026-27

## Colorado Transportation Investment Office

\$251.6 million - 10.9%

Tolling and managed lane revenue, Congestion Impact fee

## Bridge & Tunnel Enterprise

\$207.0 million - 9.0%

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

## Clean Transit Enterprise

\$126.0 million - 5.5%

Retail Delivery fee, Oil and Gas Production fee

## Nonattainment Enterprise

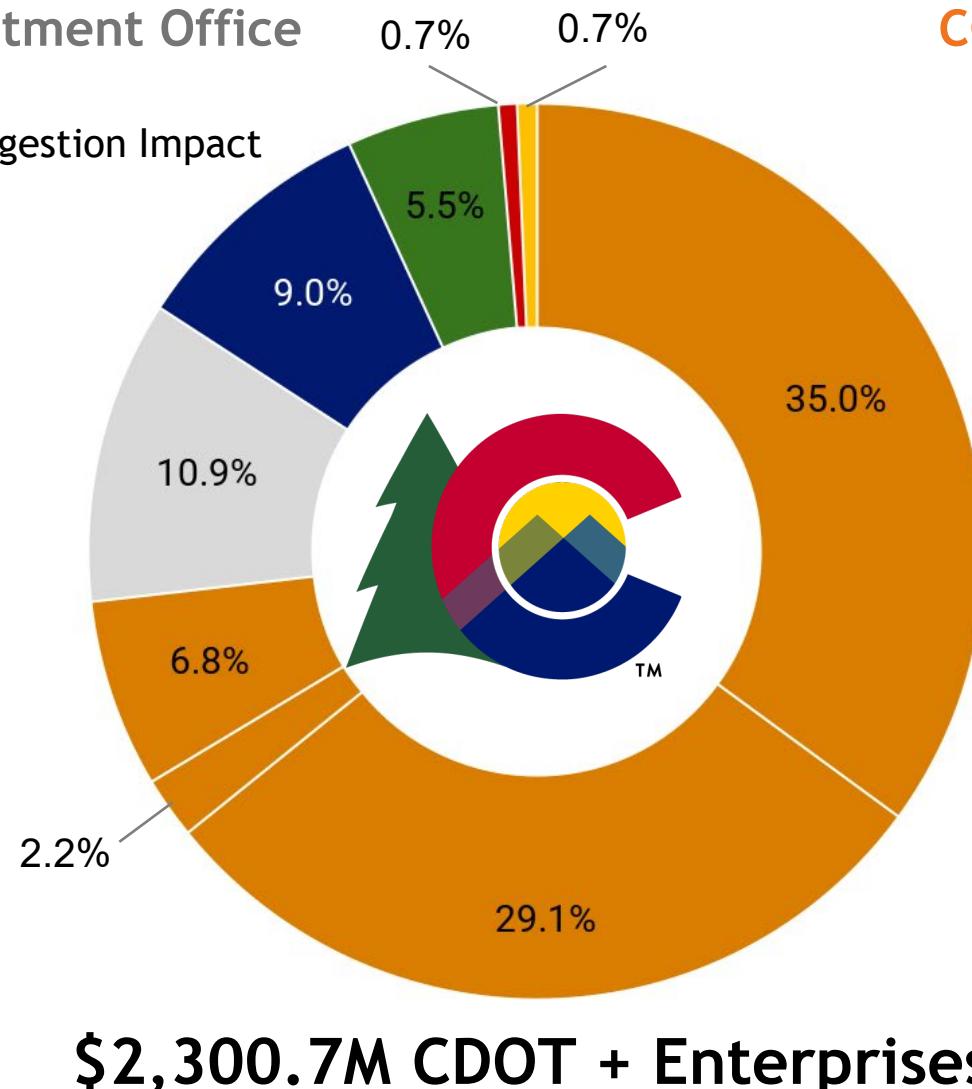
\$15.8 million - 0.7%

Retail Delivery fee, Rideshare fee

## Fuels Impact Enterprise

\$15.8 million - 0.7%

Fuels Impact Reduction fee



## CO Department of Transportation

\$1,684.6 million - 73.2%

## Federal Programs

\$806.3 million - 35.0%

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

## Highway Users Tax Fund

\$670.2 million - 29.1%

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

## General Fund

\$51.0 million - 2.2%

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

## Other State Funds

\$157.0 million - 6.8%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue



# Uses of CDOT Funding FY 2026-27

## Multimodal and Mobility Services

\$113.2 million - 4.9%

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

## Administration and Agency Operations

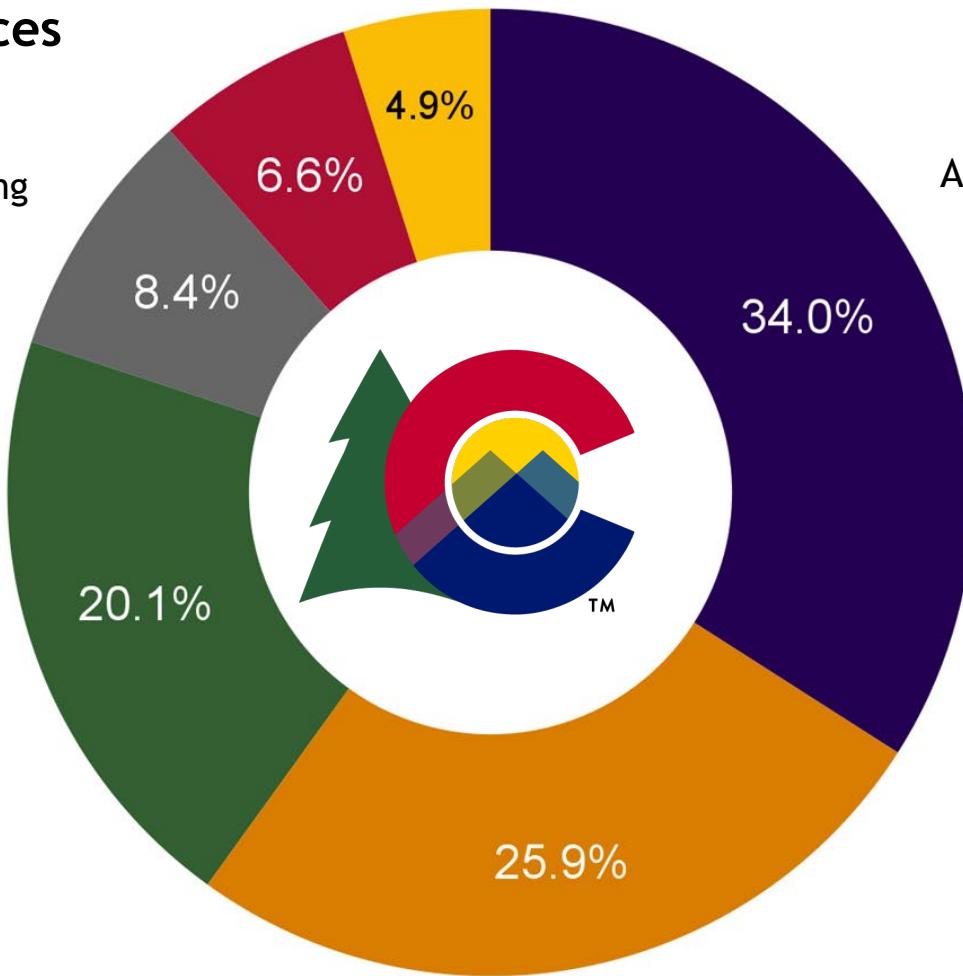
\$152.5 million - 6.6%

Appropriated Administration budget,  
agency operations and project  
initiatives

## Other Programs, Debt Service, Contingency Funding

\$193.3 million - 8.4%

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



## Capital Construction

\$783.1 million - 34.0%

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

## Maintenance and Operations

\$596.4 million - 25.9%

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

## Suballocated Programs

\$462.2 million - 20.1%

Aeronautics funding, sub allocated  
federal programs



# Narrative and Other Budget Appendices



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

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

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



# FY 2026-27 Revenue Allocation Plan

FY 2026-27 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2025-26*	B. FY 2025-26 Final Allocation Plan	FY 2026-27 Proposed Allocation Plan	FY 2026-27 Total Final Available Budget (A+C)	Directed By	Funding Source
<b>1 COLORADO DEPARTMENT OF TRANSPORTATION</b>							
2 Capital Construction	\$0.0 M	\$612.0 M	\$656.2 M	\$656.2 M			
3 Asset Management	\$0.0 M	\$398.3 M	\$407.6 M	\$407.6 M			
4 Surface Treatment	\$0.0 M	\$229.7 M	\$233.0 M	\$223.0 M TC	FHWA / SH / SB 09-108		
5 Structures	\$0.0 M	\$60.9 M	\$63.4 M	\$63.4 M TC	FHWA / SH / SB 09-108		
6 System Operations	\$0.0 M	\$25.9 M	\$27.3 M	\$27.3 M TC	FHWA / SH		
7 Geohazards Mitigation	\$0.0 M	\$8.1 M	\$9.7 M	\$9.7 M TC	SB 09-108		
8 Permanent Water Quality Mitigation	\$0.0 M	\$6.5 M	\$6.5 M	\$6.5 M TC	FHWA / SH		
9 Emergency Relief	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M FR	FHWA		
10 10 Year Plan Projects - Capital Asset Management	\$0.0 M	\$67.2 M	\$67.6 M	\$67.6 M TC / FR	FHWA		
11 Safety	\$0.0 M	\$121.8 M	\$123.2 M	\$123.2 M			
12 Highway Safety Improvement Program	\$0.0 M	\$41.0 M	\$43.2 M	\$43.2 M FR	FHWA / SH		
13 Railway-Highway Crossings Program	\$0.0 M	\$3.5 M	\$3.2 M	\$3.2 M FR	FHWA / SH		
14 Hot Spots	\$0.0 M	\$2.7 M	\$2.7 M	\$2.7 M TC	FHWA / SH		
15 FASTER Safety	\$0.0 M	\$67.4 M	\$66.9 M	\$66.9 M TC	SB 09-108		
16 Americans with Disabilities Act Compliance	\$0.0 M	\$7.2 M	\$7.2 M	\$7.2 M TC	FHWA / SH		
17 Mobility	\$0.0 M	\$91.9 M	\$125.4 M	\$125.4 M			
18 Regional Priority Program	\$0.0 M	\$50.0 M	\$50.0 M	\$50.0 M TC	FHWA		
19 10 Year Plan Projects - Capital Mobility	\$0.0 M	\$19.3 M	\$62.8 M	\$62.8 M SL	FHWA / SB 21-260		
20 Freight Programs	\$0.0 M	\$22.6 M	\$12.6 M	\$12.6 M FR	FHWA / SH / SL		
21 Maintenance and Operations	\$0.0 M	\$419.9 M	\$431.2 M	\$431.2 M			
22 Asset Management	\$0.0 M	\$384.2 M	\$395.5 M	\$395.5 M			
23 Maintenance Program Areas	\$0.0 M	\$312.8 M	\$323.7 M	\$323.7 M			
24 Roadway Surface	\$0.0 M	\$41.7 M	\$43.1 M	\$43.1 M TC	SH		
25 Roadside Facilities	\$0.0 M	\$24.3 M	\$25.1 M	\$25.1 M TC	SH		
26 Roadside Appearance	\$0.0 M	\$8.6 M	\$8.9 M	\$8.9 M TC	SH		
27 Structure Maintenance	\$0.0 M	\$6.3 M	\$6.5 M	\$6.5 M TC	SH		
28 Tunnel Activities	\$0.0 M	\$4.8 M	\$5.0 M	\$5.0 M TC	SH		
29 Snow and Ice Control	\$0.0 M	\$103.8 M	\$107.5 M	\$107.5 M TC	SH		
30 Traffic Services	\$0.0 M	\$81.8 M	\$84.7 M	\$84.7 M TC	SH		
31 Materials, Equipment, and Buildings	\$0.0 M	\$21.4 M	\$22.1 M	\$22.1 M TC	SH		
32 Planning and Scheduling	\$0.0 M	\$20.0 M	\$20.7 M	\$20.7 M TC	SH		
33 Express Lane Corridor Maintenance and Operations	\$0.0 M	\$13.2 M	\$13.5 M	\$13.5 M TC	SH		
34 Property	\$0.0 M	\$22.8 M	\$22.8 M	\$22.8 M TC	SH		
35 Capital Equipment	\$0.0 M	\$23.4 M	\$23.4 M	\$23.4 M TC	SH		
36 Maintenance Reserve Fund	\$0.0 M	\$12.0 M	\$12.0 M	\$12.0 M TC	SH		
37 Safety	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M			
38 Strategic Safety Program	\$0.0 M	\$11.4 M	\$11.4 M	\$11.4 M TC	FHWA / SH		
39 Mobility	\$0.0 M	\$24.4 M	\$24.4 M	\$24.4 M			
40 Real-Time Traffic Operations	\$0.0 M	\$14.4 M	\$14.4 M	\$14.4 M TC	SH		
41 Intelligent Transportation System Investments	\$0.0 M	\$10.0 M	\$10.0 M	\$10.0 M TC	FHWA / SH		
42 Multimodal and Mobility Programs	\$0.0 M	\$56.9 M	\$38.3 M	\$38.3 M			
43 Mobility	\$0.0 M	\$56.9 M	\$38.3 M	\$38.3 M			
44 Innovative Mobility Programs	\$0.0 M	\$9.4 M	\$9.4 M	\$9.4 M TC	FHWA / SH		
45 National Electric Vehicle Program	\$0.0 M	\$14.5 M	\$0.0 M	\$0.0 M FR	FHWA		
46 10 Year Plan Projects - Multimodal	\$0.0 M	\$9.6 M	\$14.5 M	\$14.5 M TC	FHWA / SB 21-260		
47 Rail Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M SL	SL		
48 Bustang	\$0.0 M	\$23.3 M	\$14.4 M	\$14.4 M TC	SB 09-108 / Fare Rev. / SB 21-260		
49 Suballocated Programs	\$0.0 M	\$358.8 M	\$301.1 M	\$301.1 M			
50 Aeronautics	\$0.0 M	\$56.1 M	\$48.8 M	\$48.8 M			
51 Aviation System Program	\$0.0 M	\$56.1 M	\$48.8 M	\$48.8 M AB	SA		
52 Highway	\$0.0 M	\$148.6 M	\$151.4 M	\$151.4 M			
53 Surface Transportation Block Grant - Urban	\$0.0 M	\$63.8 M	\$65.2 M	\$65.2 M FR	FHWA / LOC		
54 Congestion Mitigation and Air Quality	\$0.0 M	\$51.4 M	\$52.5 M	\$52.5 M FR	FHWA / LOC		
55 Metropolitan Planning	\$0.0 M	\$11.4 M	\$11.7 M	\$11.7 M FR	FHWA / FTA / LOC		
56 Off-System Bridge Program	\$0.0 M	\$22.0 M	\$22.0 M	\$22.0 M TC / FR	FHWA / SH / LOC		
57 Transit and Multimodal	\$0.0 M	\$154.2 M	\$101.0 M	\$101.0 M			
58 Recreational Trails	\$0.0 M	\$1.6 M	\$1.6 M	\$1.6 M FR	FHWA		
59 Safe Routes to School	\$0.0 M	\$3.1 M	\$3.1 M	\$3.1 M TC	FHWA / LOC		
60 Transportation Alternatives Program	\$0.0 M	\$21.8 M	\$22.3 M	\$22.3 M FR	FHWA / LOC		
61 Transit Grant Programs	\$0.0 M	\$43.0 M	\$41.9 M	\$41.9 M FR / SL / FTA / LOC / SB 09-108	FTA / LOC / SB 09-108		
62 Multimodal Options Program - Local	\$0.0 M	\$68.2 M	\$22.4 M	\$22.4 M SL	SB 21-260		
63 Carbon Reduction Program - Local	\$0.0 M	\$9.4 M	\$9.6 M	\$9.6 M FR	FHWA / LOC		
64 Revitalizing Main Streets Program	\$0.0 M	\$7.0 M	\$0.0 M	\$0.0 M SL / TC	SB 21-260		
65 Administration & Agency Operations	\$0.0 M	\$138.8 M	\$143.3 M	\$143.3 M			
66 Agency Operations	\$0.0 M	\$83.8 M	\$86.7 M	\$86.7 M TC / AB	FHWA / SH / SA / SB 09-108		
67 Administration	\$0.0 M	\$53.3 M	\$54.9 M	\$54.9 M SL	SH		
68 Project Initiatives	\$0.0 M	\$1.7 M	\$1.7 M	\$1.7 M TC	SH		
69 Debt Service	\$110.6 M	\$44.5 M	\$35.5 M	\$146.1 M			
70 Debt Service	\$110.6 M	\$44.5 M	\$35.5 M	\$146.1 M DS	SH		
71 Contingency Reserve	\$0.0 M	\$18.9 M	\$15.0 M	\$15.0 M			

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



# FY 2026-27 Spending Plan

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

Line	Budget Category / Program	FY 2026-27 Projected Expenditures
1	Colorado Department of Transportation (CDOT)	
	Projected Fund Balance and SB267 Trustee Account Balance	\$ 988.5M
	Projected FY27 Revenue	\$ 1,660.7M
	<b>Total Projected - CDOT</b>	<b>\$ 2,649.2M</b>
2	Capital Construction	\$ 1,300.3M
3	Pre-Construction Activities	\$ 169.1M
4	Right of Way	\$ 39.1M
5	Acquisitions	\$ 33.4M
6	CDOT Staff Salaries and Benefits	\$ 1.1M
7	Personal/Professional Services	\$ 1.9M
8	Indirect Allocations to Projects*	\$ 1.1M
9	Other	\$ 1.6M
10	Design and Other Pre-Construction Activities	\$ 130.0M
11	Personal/Professional Services	\$ 81.9M
12	CDOT Staff Salaries and Benefits	\$ 14.3M
13	Indirect Allocations to Projects*	\$ 14.8M
14	Other	\$ 19.1M
15	<b>Construction Activities</b>	<b>\$ 1131.2M</b>
16	Contractor Payments	\$ 884.2M
17	Personal/Professional Services	\$ 37.4M
18	CDOT Staff Salaries and Benefits	\$ 4.2M
19	Indirect Allocations to Projects*	\$ 83.1M
20	Construction Engineering Allocations to Projects*	\$ 53.4M
21	Other	\$ 69.1M
22	<b>Maintenance and Operations</b>	<b>\$ 431.2M</b>
23	CDOT Staff Salaries and Benefits	\$ 185.7M
24	Personal/Professional Services	\$ 24.3M
25	Operating	\$ 123.4M
26	Capital	\$ .8M
27	Other	\$ 50.8M
28	<b>Property</b>	<b>\$ 22.8M</b>
29	CDOT Staff Salaries and Benefits	\$ 2.5M
30	Personal/Professional Services	\$ .2M
31	Operating	\$ .8M
32	Capital	\$ 19.3M
33	<b>Capital Equipment</b>	<b>\$ 23.4M</b>
34	Capital	\$ 23.3M
35	Operating	\$ .1M
36	<b>Multimodal and Mobility Programs, Non Construction</b>	<b>\$ 38.3M</b>
37	CDOT Staff Salaries and Benefits	\$ 2.8M
38	Personal/Professional Services	\$ 21.4M
39	Operating	\$ 5.7M
40	Capital	\$ 8.4M
41	<b>Suballocated Programs</b>	<b>\$ 301.1M</b>
42	Grant Payments to Local Entities	\$ 286.1M
43	CDOT Staff Salaries and Benefits	\$ .6M
44	Personal/Professional Services	\$ 7.2M
45	Operating	\$ 7.2M
46	<b>Administration &amp; Agency Operations</b>	<b>\$ 143.3M</b>

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

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



# Changes from the Proposed Budget

Line #	Budget Line	FY27 Proposed Budget	FY27 Final Budget	Change	Explanation
10, 19, 46	10 Year Plan Projects	\$144.9 M	\$142.7 M	-\$2.3 M	Final Balancing
66	Agency Operations	\$86.7 M	\$88.1 M	\$1.4 M	Common Policies, decision items
67	Administration	\$48.2 M	\$48.4 M	\$0.2 M	Common Policies
73	Commission Reserve Funds	\$6.7 M	\$0.0 M	(-\$6.7)	Allocated to other lines for Decision Items, Common Policies, Balancing

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



# FY27 Funds for 10 Year Plan

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

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



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



# FY 2026-27 Decision Items

## Per PD 703.0 Decision Items:

- less than \$1 million are reviewed and subject to approval by the Executive Management Team (EMT)
  - Notable new program costs over \$500,000 at staff discretion should be provided to the TC as an Information Item (*these are included in the memo in the packet*)
- \$1 million or greater are reviewed by the EMT and then forwarded to the TC for consideration, with final approval with the Final Annual Budget Allocation Plan in March 2026.

For FY 2026-27, there are two decision items approved by the EMT that require additional approval by the TC based on the request amount.

Line Number	Budget Line	Request Title	Amount
Line 40	Real-Time Traffic Operations	Expand Safety Patrol Program	\$1.3 million
Line 66	Agency Operations	Joint Operating Area (JOA) per diem & hotel costs	\$1.5 million

These decision items were submitted by the Division of Maintenance and Operations (DMO)



# Expand Safety Patrol Program

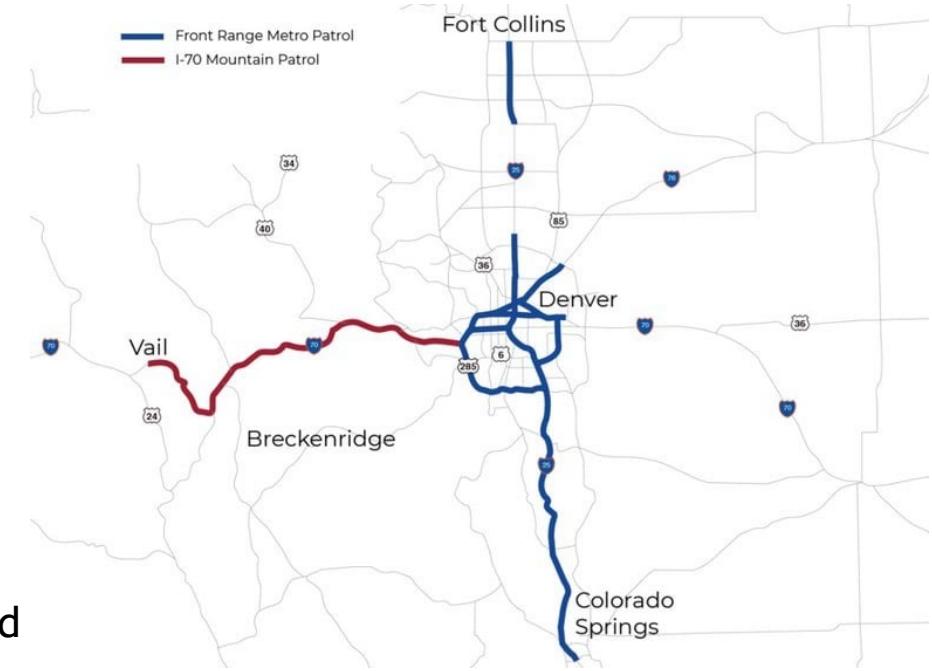
## Expand Safety Patrol Program

Request Amount: \$1.3 million Federal Funds, Ongoing

One Sheet Line: Real Time Traffic Operations

### Request Description:

- DMO is requesting \$1.3 million to expand the Safety Patrol Program on the North I-25 and I-70 Mountain corridors, and to secure the upcoming 2026 Safety Patrol and Heavy Tow contract renewal.
- This funding will add six new vehicles and two full-time teams to expand North I-25 coverage toward a 24/7 model and shift I-70 Mountain Corridor operations from weekend-only to full seven-day-a-week service.
- By addressing these critical operational gaps, the program ensures proactive incident management including motorist assistance, winter weather support, and temporary traffic control across Colorado's most high-volume routes.
- These investments are projected to improve traffic flow, expedite incident clearance times, and reduce the risk of secondary crashes, directly enhancing statewide safety and mobility.



Current CDOT Safety Patrol Map including the Front Range Metro area on I-25 from Fort Collins to Colorado Springs, the Denver Metro area, and on I-70 from US 285 to Vail.



# Joint Operating Area (JOA) per diem & hotel costs

## JOA per diem and hotel costs

Request Amount: \$1.5 million State Highway Fund, Ongoing

One Sheet Line: Agency Operations (Line 66)

### Request Description:

- DMO is requesting \$1.5 million to fund I-70 JOA per diem and hotel costs for FY 2026-27.
- This is an ongoing request to support JOA Operations per diem and hotel costs which are centralized to one area for payment to keep it separate from normal operating expenses when JOA is above normal workload due to position vacancies and other factors.
- Budget amendments have been approved to fund this need annually since FY 2021-22. If approved, \$1.5 million will be built into the budget and eliminate the need for ongoing budget amendments.





# Estimated FY 2025-26 Roll Forwards

FY 2026-27 Revenue Allocation Plan

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

Total roll forwards from FY 2025-26:

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

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



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

FY 2026-27 Revenue Allocation Plan		
Line	Budget Category / Program	A. Estimated Rollforward from FY 2025-26*
1	COLORADO DEPARTMENT OF TRANSPORTATION	\$845.6 M
2	Capital Construction	\$191.3 M
3	Asset Management	\$100.0 M
4	Surface Treatment	\$50.0 M
5	Structures	\$6.8 M
6	System Operations	\$4.0 M
7	Geohazards Mitigation	\$0.5 M
8	Permanent Water Quality Mitigation	\$0.0 M
9	Emergency Relief	\$30.0 M
10	10 Year Plan Projects - Capital Asset Management	\$137.6 M
11	Safety	\$55.0 M
12	Highway Safety Improvement Program	\$0.5 M
13	Railway-Highway Crossings Program	\$2.0 M
14	Hot Spots	\$70.0 M
15	FASTER Safety	\$10.0 M
16	Americans with Disabilities Act Compliance	\$516.8 M
17	Mobility	\$55.5 M
18	Regional Priority Program	\$432.3 M
19	10 Year Plan Projects - Capital Mobility	\$28.9 M
20	Freight Programs	\$42.8 M
21	Maintenance and Operations	\$35.4 M
22	Asset Management	\$0.8 M
23	Maintenance Program Areas	\$0.0 M
24	Roadway Surface	\$0.0 M
25	Roadside Facilities	\$0.0 M
26	Roadside Appearance	\$0.0 M
27	Structure Maintenance	\$0.0 M
28	Tunnel Activities	\$0.0 M
29	Snow and Ice Control	\$0.0 M
30	Traffic Services	\$0.0 M
31	Materials, Equipment, and Buildings	\$0.0 M
32	Planning and Scheduling	\$0.0 M
33	Express Lane Corridor Maintenance and Operations	\$3.0 M
34	Property	\$0.0 M
35	Capital Equipment	\$31.6 M
36	Maintenance Reserve Fund	\$0.0 M
37	Safety	\$2.2 M
38	Strategic Safety Program	\$2.2 M
39	Mobility	\$5.2 M
40	Real-Time Traffic Operations	\$0.0 M
41	Intelligent Transportation System Investments	\$7.0 M

## Estimated Roll Forwards from FY 2025-26:

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



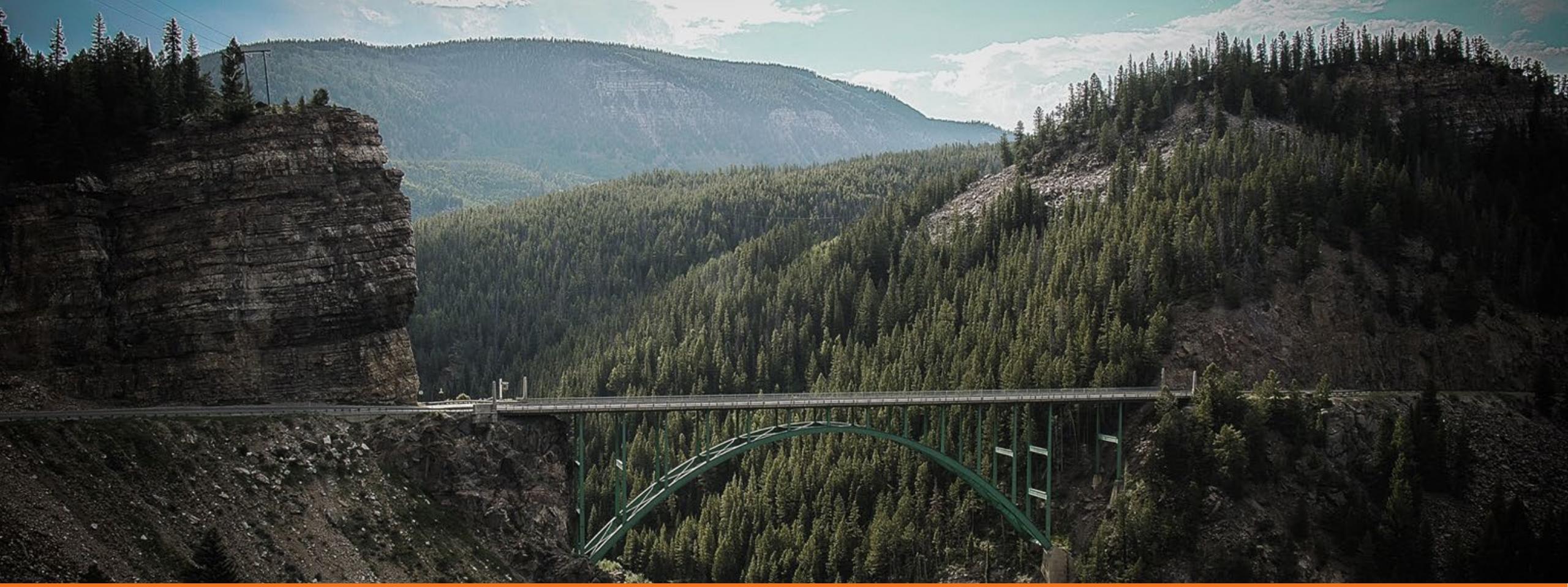
# Timeline and Next Steps

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

- February 2026: DAF will incorporate estimated FY 2025-26 roll forwards into the Revenue Allocation Plan
- **March 2026: The Commission will be asked to review and adopt the FY 2026-27 Final Annual Budget Allocation Plan.**
- April 2026: The approved FY 2026-27 Final Annual Budget Allocation Plan will be submitted to the Governor's Office and legislature.
- June 2026: The Governor will approve the FY 2026-27 Final Annual Budget Allocation Plan, and budget will be available for expenditure beginning July 1, 2026.



Light Rail bridge over 6th Avenue with view of downtown



**COLORADO**

Department of Transportation

**Questions?**



## Colorado Transportation Commission Memorandum

**To:** Colorado Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
**Date:** February 6, 2026

**Subject:** Refunding Certificates of Participation, Series 2026

### Purpose

Inform Colorado Department of Transportation (“CDOT”, or the “Department”) Transportation Commission (“TC”) on the prospective Refunding Certificates of Participation, Series 2026 (“Series 2026 COPs”) issuance ahead of an approval request at the February TC meeting.

### Action

In February, the Transportation Commission (TC) is being asked to approve the Parameters Resolution associated with the issuance of the Series 2026 COPs to refinance the Department’s outstanding Series 2016 and Series 2017 COPs.

### Background

The Series 2016 (\$70.0 M) and 2017 (\$58.7 M) COPs were issued to modernize CDOT’s infrastructure, specifically financing the Main Headquarters in Denver, the Region 4 headquarters in Greeley, and the Region 2 facilities in Pueblo. Unlike traditional bonds, COPs are structured as lease-purchase agreements under C.R.S. 43-1-212. This structure is critical for CDOT as it avoids “multi-year fiscal obligations” restricted by the TABOR Amendment, thereby exempting the issuance from a public vote.

### Details

The existing COPs become currently callable on June 15, 2026. CDOT is positioned to execute a current refunding as early as March 17, 2025 (90 days prior to the call date).

#### Market Context:

- **Interest Rate Opportunity:** Achieving a ~9.0% NPV savings rate significantly outperforms the GFOA’s standard efficiency threshold of 3.0% - 5.0%.
- **Coupons:** The outstanding COPs currently carry coupons between 3.0% and 5.0%
- **Credit Strength:** The COPs maintain high investment-grade ratings of Aa2 (Moody’s) and AA- (S&P).

#### Financing Document Hierarchy:

The transaction is governed by four primary categories of legal instruments:

1. **Authorization:** The **Parameters Resolution** sets the "strike zone" (max par amount and annual lease payments). The **Trust Indenture** establishes the contract with the Trustee (Zions Bank).
2. **Lease Structure:** The **Site Lease** and **Lease-Purchase Agreement** create the legal collateral by leasing the Headquarters property to the Trustee and back to CDOT.
3. **Disclosure:** The **Preliminary Official Statement (POS)** serves as the primary marketing document for SEC compliance.
4. **Refunding Mechanism:** The **Escrow Agreement** directs new proceeds into U.S. Treasuries to legally retire ("defease") the old 2016/2017 debt.

The Parameters Resolution is included in the resolutions portion of this month's TC packet.

**Parameters Being Approved:**

**Maximum Par Amount: \$70,000,000**

- Allows for flexibility to issue certificates and generate positive net present savings in excess of 5.00%.

**Maximum Base Rentals: \$8,000,000**

- Allows for flexibility to issue certificates and achieve annual cash flow savings each year.

**Final Maturity: no later than July 15, 2041**

- No extension of final maturity from previously issued certificates.

**Scheduled Lease Term: not later than July 30, 2041**

- Aligns with final maturity of parameters.

**Site Lease Term: no later than July 30, 2051**

- Market standard (10 years after lease term).

**Next Steps**

1. March 17, 2025: Earliest date to execute the tax-exempt current refunding.
2. Execution Strategy: The financing team will monitor the MMD AAA yield curve to time the sale. If the 5.0% NPV savings target cannot be met due to market volatility, the team is legally barred from moving forward without returning to the Commission.



# Refunding Certificates of Participation, Series 2026 Transaction Summary



# Agenda

1. Transaction Summary and Updates
2. Key Financing Documents
3. Proposed Parameters
4. Timeline





# Refunding Opportunity for CDOT

## Original Use of Proceeds:

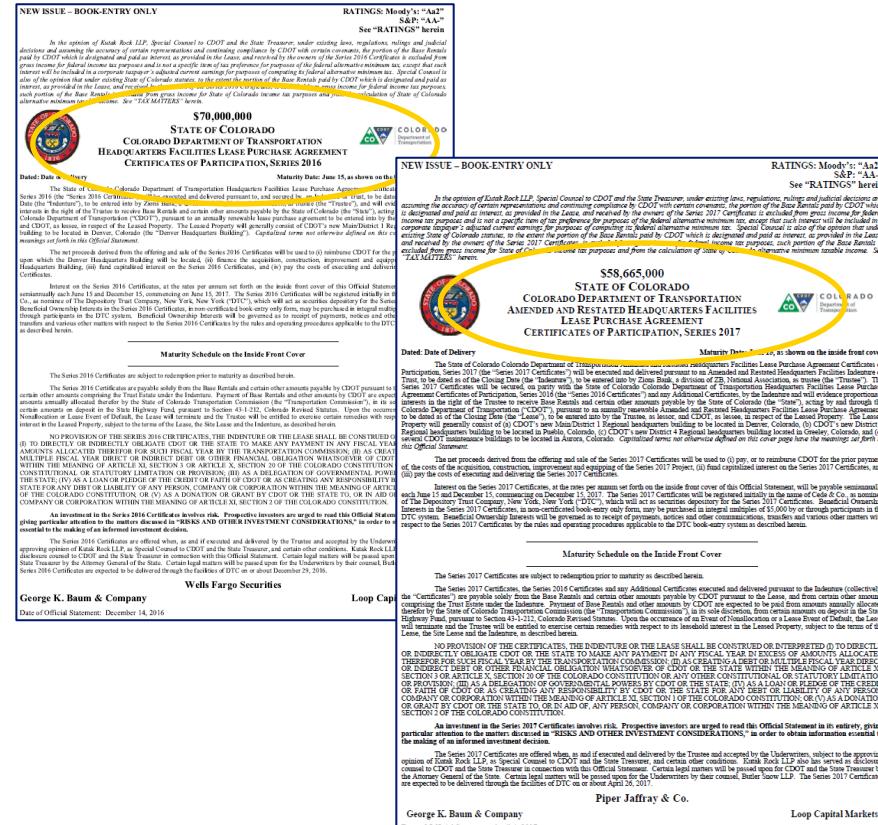
- Series 2016 (\$70.0 M): Financed the CDOT Maintenance/Main Headquarters building in Denver and the Region 4 headquarters in Greeley (\$22.29 M refinanced in 2020)
- Series 2017 (\$58.7 M): Funded the CDOT Region 2 regional headquarters building in Pueblo and associated regional facilities

## Key Redemption Provisions:

- Both series become currently callable in June 2026
- CDOT has the ability to execute a tax-exempt current refunding as early as March 17, 2025 (90 days prior to the call date)

## Financial Metrics & Performance:

- Ratings: The outstanding COPs maintain investment-grade ratings of Aa2 (Moody's) / AA- (S&P)





# Summary of CDOT COPs Par Amounts

- The following tables summarize the original principal issued to finance the various facilities, the amount of principal repaid to date and the amount of principal refinanced in 2020 and 2026.

- \$128.665 M original par issued
  - Less \$22.29 M previously refunded
  - Less \$25.96 M principal repaid to date

\$80.42 M needed for refunding

Colorado Department of Transportation  
Certificates of Participation (COPs) - Sources and Uses of Funds

New Money Issuances			Refunding Issuances		
Series 2016	Series 2017	New Money Totals	Series 2020	Series 2026 (Est)	Refunding Totals
\$70,000,000	\$58,665,000	<b>\$128,665,000</b>	\$19,050,000	\$66,600,000	\$85,650,000
\$7,017,143	\$6,860,839	\$13,877,982	\$3,741,759	\$9,234,777	\$12,976,536
\$77,017,143	\$65,525,839	<b>\$142,542,982</b>	\$22,791,759	\$74,080,950	\$98,626,536

Total Amount Available for Construction		
<b>\$142,542,982</b>	<b>\$6,334,050</b>	<b>\$102,705,000</b>

1) Total original par issued

2) Total principal repaid to date

3) Total par amount refinanced

**1 = 2 + 3**

Summary of Par Amounts

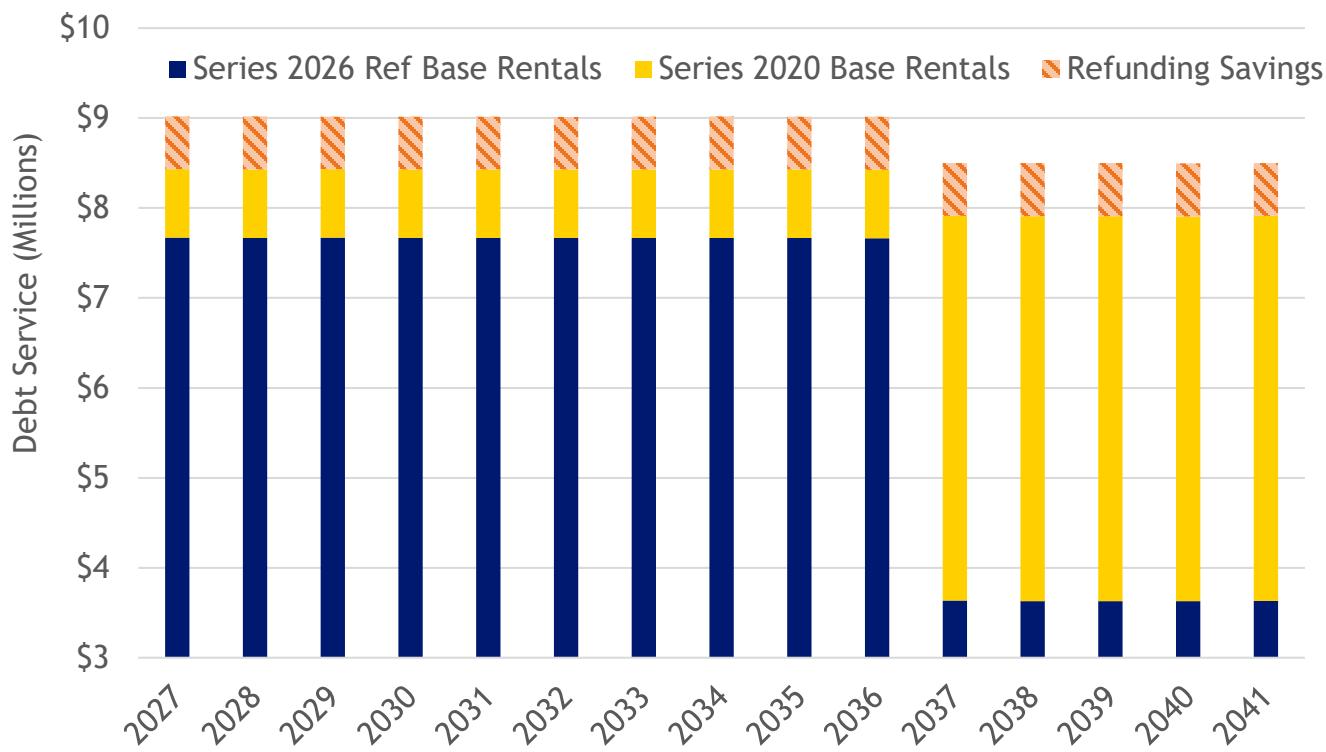
Total Principal Repaid			
June 15th (Payment Date)	Series 2016	Series 2017	New Money Totals
2019	1,745,000	1,540,000	
2020	1,830,000	1,590,000	
2021	1,925,000	1,635,000	
2022	1,980,000	1,685,000	
2023	2,080,000	1,735,000	
2024	2,185,000	1,820,000	
2025	2,295,000	1,915,000	
<b>TOTAL PRINCIPAL PAID</b>	<b>\$14,040,000</b>	<b>\$11,920,000</b>	<b>\$25,960,000</b>

CDOT contribution of June 15, 2026 P&I payment



# Refunding Opportunity (Continued)

- The proposed refunding of the Series 2016 and 2017 COPs is estimated to generate \$8.735 M in Net Present Value (NPV) savings, representing a 10.86% savings rate on the refunded par.



Refunding Statistics	
Par Amount	\$66,600,000
Par of Refunded Certificates	\$80,415,000
Average Annual Cash Flow Savings	\$729,960
Cash Flow Savings	\$10,949,400
Net PV Savings	\$8,735,008
PV Savings as % of Refunded	10.862%



# Transaction Updates

- The rating process with Moody's and S&P is complete. Final ratings expected on February 12<sup>th</sup>.
- The substantially final draft of the financing documents (Preliminary Official Statement, Indenture, and Parameters Resolution) are complete.
- Subject to approval of the Parameters Resolution, the Preliminary Official Statement will be posted February 23<sup>rd</sup>.



# Key Financing Documents

**Preliminary Official Statement (POS) :**  
Disclosure document released 7 to 10 days prior to the sale of the Bonds. The POS contains preliminary information on the terms and conditions of the bond sale including the purpose, security features, and discloses economic, financial and legal information on CDOT applicable to the issue.

NEW ISSUE – BOOK-ENTRY ONLY

RATINGS: Moody's: "[■]"  
S&P: "[■]"  
See "RATINGS" herein

*In the opinion of Kutak Rock LLP, Special Counsel to CDOT and the State Treasurer, under existing laws, regulations, rulings and judicial decisions and assuming the accuracy of certain representations and continuing compliance by CDOT with certain covenants, the portion of the Base Rentals paid by CDOT which is designated and paid as interest, as provided in the Lease, and received by the owners of the Series 2026 Certificates is excluded from gross income for federal income tax purposes and is not a specific item of tax preference for purposes of the federal alternative minimum tax on individuals. The portion of the Base Rentals paid by CDOT which is designated and paid as interest, as provided in the Lease, and received by the owners of the Series 2026 Certificates may affect the federal alternative minimum tax imposed on certain corporations. [Special Counsel is also of the opinion that under existing State of Colorado statutes, to the extent the portion of the Base Rentals paid by CDOT which is designated and paid as interest, as provided in the Lease, and received by the owners of the Series 2026 Certificates, is excluded from gross income for federal income tax purposes, such portion of the Base Rentals is excluded from gross income for State of Colorado income tax purposes and from the calculation of State of Colorado alternative minimum taxable income.] See "TAX MATTERS" herein.*

[State Seal]

\$[PAR]\*

[CDOT Logo]

STATE OF COLORADO  
COLORADO DEPARTMENT OF TRANSPORTATION  
THIRD AMENDED AND RESTATED HEADQUARTERS FACILITIES  
LEASE PURCHASE AGREEMENT  
REFUNDING CERTIFICATES OF PARTICIPATION, SERIES 2026

Dated: Date of Delivery

Maturity Date: June 15, as shown on the inside front cover

The State of Colorado Colorado Department of Transportation Third Amended and Restated Headquarters Facilities Lease Purchase Agreement Refunding Certificates of Participation, Series 2026 (the "Series 2026 Certificates") will be executed and delivered pursuant to a Third Amended and Restated Headquarters Facilities Indenture of Trust, to be dated as of the Closing Date (the "Indenture"), to be entered into by Zions Bancorporation, National Association (formerly known as Zions Bank, a Division of ZB, National Association), as trustee (the "Trustee"). The Series 2026 Certificates will be secured, on parity with the Series 2016 Certificates, the Series 2017 Certificates, the Series 2020 Certificates and any Additional Certificates, by the Indenture and will evidence proportionate interests in the right of the Trustee to receive Base Rentals and certain other amounts payable by the State of Colorado (the "State"), acting by and through the Colorado Department of Transportation ("CDOT"), pursuant to an annually renewable Third Amended and Restated Headquarters Facilities Lease Purchase Agreement, to be dated as of the Closing Date (the "Lease"), to be entered into by the Trustee, as lessor, and CDOT, as lessee, in respect of the Leased Property. The Leased Property will generally consist of [(a) CDOT's Main Region 1 headquarters building located in Denver, Colorado, (b) CDOT's Region 2 headquarters building located in Pueblo, Colorado, (c) CDOT's Region 4 headquarters building located in Greeley, Colorado, and (d) several CDOT maintenance buildings located in Aurora, Colorado.] Capitalized terms not otherwise defined on this cover page have the meanings set forth in this Official Statement.

The net proceeds derived from the offering and sale of the Series 2026 Certificates will be used to (i) current refund and defease all or a portion of the outstanding Series 2016 Certificates and Series 2017 Certificates, and (ii) pay the costs of executing and delivering the Series 2026 Certificates.

Interest on the Series 2026 Certificates, at the rates per annum set forth on the inside front cover of this Official Statement, will be payable semiannually each June 15 and December 15, commencing on June 15, 2026. The Series 2026 Certificates will be registered initially in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Series 2026 Certificates. Beneficial Ownership Interests in the Series 2026 Certificates, in non-certificated book-entry only form, may be purchased in integral multiples of \$5,000 by or through participants in the DTC system. Beneficial Ownership Interests will be governed as to receipt of payments, notices and other communications, transfers and various other matters with respect to the Series 2026 Certificates by the rules and operating procedures applicable to the DTC book-entry system as described herein.

Maturity Schedule on the Inside Front Cover



# Key Financing Documents

**Supplemental Bond Indenture:** Contract between CDOT and the Trustee (Zion's Bank) where certain revenues are pledged as repayment of the Bonds, establishing the trust estate (security for repayment).

STATE OF COLORADO  
COLORADO DEPARTMENT OF TRANSPORTATION  
THIRD AMENDED AND RESTATED HEADQUARTERS FACILITIES  
INDENTURE OF TRUST

By

ZIONS BANCORPORATION, NATIONAL ASSOCIATION  
(formerly known as ZB, National Association dba Zions Bank)  
as Trustee

Relating to

State of Colorado  
Colorado Department of Transportation  
Third Amended and Restated Headquarters Facilities Lease Purchase Agreement  
Certificates of Participation, Series 2016  
Certificates of Participation, Series 2017  
Refunding Certificates of Participation, Series 2020  
Refunding Certificates of Participation, Series 2026

Dated as of March [ ], 2026



# Key Financing Documents

**Bond Parameters Resolution:** The formal authorization to issue the Refunding Bonds, adopted by the TC. Gives authority to selected officials of CDOT to execute any documents, such as the Bond Purchase Agreement.

**The Parameters Resolution will be presented at this month's meeting for approval.**

## Resolution Number TC-

Approving a Third Amended and Restated Site Lease, a Third Amended and Restated Lease Purchase Agreement and certain other documents and items relating thereto; providing other details in connection therewith; acknowledging the forms of Certificates of Participation, Series 2026, evidencing undivided interests in the right to receive certain rental payments made by the State of Colorado, acting by and through the Colorado Department of Transportation under such Third Amended and Restated Lease Purchase Agreement, and a Third Amended and Restated Indenture of Trust providing the terms thereof; and providing the effective date of this resolution.

**Approved by the Transportation Commission on February 19, 2026**

**WHEREAS**, the Colorado Department of Transportation is an executive department of the State of Colorado (the "State"); and

**WHEREAS**, the State, acting by and through the Colorado Department of Transportation (as so acting, "CDOT"), is authorized by Part 2 of Article 1 of Title 43, Colorado Revised Statutes, as amended ("C.R.S."), including without limitation Sections 43-1-211 and 43-1-212, C.R.S. (the "Act"), to enter into rental or leasehold agreements under which CDOT will acquire title to the buildings leased within a period not to exceed 30 years; and

**WHEREAS**, Section 43-1-212, C.R.S. requires that the plans, specifications, bids and contracts for such buildings and the terms of all such rental or leasehold agreement be approved by the governor, the Chief Engineer of CDOT, a majority of the members of the Colorado State Transportation Commission ("the Commission") and the director of the Office of State Planning and Budgeting; and

**WHEREAS**, CDOT has previously leased certain property (as further defined in the below-defined Prior Amended Lease, the "Leased Property") in accordance with the Act, pursuant to the Headquarters Facilities Lease Purchase Agreement dated as of December 29, 2016 (the "Original Lease") between Zions Bancorporation, National Association (formerly known as ZB, National Association dba Zions Bank), in its capacity as trustee under the below-defined Prior Amended Indenture (the "Trustee"), as lessor, and CDOT, as lessee, as previously amended and restated by the Amended and Restated Headquarters Facilities Lease Purchase Agreement dated as of April 26, 2017 and the Second Amended and Restated Headquarters Facilities Lease Purchase Agreement dated as of August 5, 2020 (as so amended, the "Prior Amended Lease") between the Trustee, as lessor, and CDOT, as lessee; and

**WHEREAS**, such Leased Property consists of the Trustee's leasehold interest in the Sites and Improvements thereto (both as defined in the Prior Amended Indenture, defined below) leased by CDOT to the Trustee pursuant to the Headquarters Facilities Site Lease Agreement dated as of December 29, 2016 (the "Original Site Lease") between CDOT, as lessor, and the Trustee, as lessee, as previously amended and restated by the Amended and Restated Headquarters Facilities Site Lease Agreement dated as of April 26, 2017 and the Second Amended and Restated Headquarters Facilities Site Lease Agreement dated as of August 5, 2020 (as so amended, the "Prior Amended Site Lease") between CDOT, as lessor, and the Trustee, as lessee; and



# Proposed Parameters

- **Maximum Par Amount: \$70,000,000**
  - Allows for flexibility to issue certificates and generate positive net present savings in excess of 5.00%
- **Maximum Base Rentals: \$8,000,000**
  - Allows for flexibility to issue certificates and achieve annual cash flow savings each year
- **Final Maturity: no later than July 15, 2041**
  - No extension of final maturity from previously issued certificates
- **Scheduled Lease Term: not later than July 30, 2041**
  - Aligns with final maturity of parameters
- **Site Lease Term: no later than July 30, 2051**
  - Market standard (10 years after lease term)



# Progress for the Series 2026 COPs

- The timeline below outlines the key steps that have been completed since November 2025, and general timing for the issuance. Events involving the TC have been bolded and underlined.

Date	Event	Party	
11/14/2025	Full Working Group Kickoff Call	All	Issuer - Colorado Department of Transportation - CDOT
12/2/2025	Distribute 1 <sup>st</sup> Draft of POS and Financing Documents	BC	State of Colorado - CO
12/9/2025	Document Review Call	All	Municipal Advisor - Stifel - MA
12/18/2025	<b>Workshop - Discuss Plan of Finance for Series 2026 COP refunding</b>	CDOT/MA	Bond and Disclosure Counsel - Kutak Rock - BC
12/19/2025	Distribute 2 <sup>nd</sup> Draft of POS	BC	Underwriting Syndicate - UW
1/5/2026	Distribute Rating Packages	MA	Trustee - Zions Bank - T
Week of Jan. 26th	Rating Calls	CDOT/CO/MA	
2/6/2026	TC Board Packet Submission	CDOT/CO/MA	
2/12/2026	Receive Ratings	CDOT/CO/MA	
2/18/2026	Final Comments due on POS by COB	All	
2/19/2026	<b>TC Board Adopt Parameters Resolution and Approve Financing Documents</b>	CDOT/MA	
2/23/2026	Due Diligence Call Electronically Post POS	ALL BC/UW	
3/3/2026	Pre-pricing calls	CDOT/CO/MA/UW	
3/4/2026	Pricing - Sign CPA	CDOT/CO/MA/UW	
Week of March 9th	Finalize Real Estate Documents, Title Work, and any Necessary Updates <b>Obtain Signatures</b>	CDOT/CO	
3/10/2026	Post Final Official Statement	BC	
3/17/2026	Closing	ALL	



## 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

Katie Carlson, Bridge and Tunnel Enterprise Financial Manager

**Date:** February 19, 2026

**Subject:** Bridge and Tunnel Enterprise Fiscal Year 2026-27 Final Annual Budget Allocation Plan

### Purpose

This month, the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2026-27 Final Annual Budget Allocation Plan for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) for review and comment.

### Action

The Board is asked to review and comment on the FY 2026-27 Final Annual Budget Allocation Plan, and BTE staff will return next month seeking the Board's approval and adoption of this budget.

### Background

In November 2025, the Board approved resolution #BTE 2025-11-03, adopting a Final Proposed Annual Budget Allocation Plan for FY 2026-27. In coordination with the Office of Financial Management and Budget (OFMB), BTE staff have reviewed the updated revenue forecast projections and have made changes to the previously proposed program allocations in order to balance the BTE FY 2026-27 Final Annual Budget Allocation Plan. Additional details regarding the sources and uses for the \$207.0 million of forecasted FY 2026-27 BTE revenues and \$35.2 million of forecast FY 2025-26 roll forwards can be found in the attached BTE FY 2026-27 Final Annual Budget Allocation plan and the February 2026 Bridge and Tunnel Enterprise Budget Workshop.

### Next Steps

1. In March 2026, BTE will request approval and adoption of the Final FY 2026-27 budget.
2. Staff will continue to provide regular updates to the Board regarding its Plan of Finance and potential amendments to the FY 2026-27 budget resulting from future financings.
3. In coordination with OFMB, staff will return in September with an updated Final FY 2026-27 budget to reflect actual roll-forward amounts from FY2025-26.

## Attachments

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2026-27 Final Annual Budget Allocation Plan

Attachment B: Bridge and Tunnel Enterprise February 2026 Budget Workshop

**Bridge and Tunnel Enterprise**

Statewide Bridge and Tunnel Enterprise Special Revenue Fund 538 C.R.S. §43-4-805 (3)(a)

Fiscal Year 2026-27 Final Allocation Plan & Annual Budget 2/19/26

Fiscal Year 2026-27 Estimated Revenues & Roll Forwards				
Line	Source	FY2025-26 Estimated Roll Forward	FY2026-27 Estimated Revenue	FY2026-27 Estimated Available Revenue
1	FASTER Bridge Safety Surcharge Fee		\$ 120,938,628	
2	Bridge & Tunnel Impact Fee		\$ 47,873,360	
3	Bridge & Tunnel Retail Delivery Fee		\$ 12,864,204	
4	Federal Funds for 2019A and 2024B Bond Debt Service		\$ 15,000,000	
5	Interest Earnings and Miscellaneous Revenue		\$ 10,337,666	
6	FY2025-26 Estimated Roll Forwards	\$ 35,209,888	\$ -	
7	<b>Total Estimated Revenues</b>	<b>\$ 35,209,888</b>	<b>\$ 207,013,858</b>	<b>\$ 242,223,746</b>
Fiscal Year 2026-27 Allocations & Budget				
Line	Budget Item	FY2025-26 Estimated Roll Forward	FY2026-27 Final Allocation Plan	FY2026-27 Available Budget
8	<b>Administrative &amp; Operating Activities (Cost Centers)</b>	<b>\$ 1,969,639</b>	<b>\$ 2,603,113</b>	<b>\$ 4,572,752</b>
9	Bridge & Tunnel Enterprise Staff Compensation & Employee Appreciation		\$ 1,039,155	\$ 1,039,155
10	Bridge & Tunnel Enterprise Program Support & Other Consulting		\$ 1,075,000	\$ 1,075,000
11	Attorney General Legal Services		\$ 50,000	\$ 50,000
12	Annual Audit		\$ 35,000	\$ 35,000
13	In-state Travel Expenses		\$ 6,700	\$ 6,700
14	Out of State Travel Expenses		\$ 7,200	\$ 7,200
15	Operating Expenses		\$ 4,000	\$ 4,000
16	Trustee Fee		\$ 10,000	\$ 10,000
17	Central Services		\$ 376,058	\$ 376,058
18	Previously approved funding held as reserve	\$ 1,969,639	\$ -	\$ 1,969,639
19	<b>Administrative &amp; Operating Activities Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
20	<b>Maintenance &amp; Preservation (Cost Centers)</b>	<b>\$ 752,608</b>	<b>\$ 1,403,188</b>	<b>\$ 2,155,796</b>
21	Bridge and Tunnel Preservation		\$ -	\$ -
22	Routine Maintenance on Bridge and Tunnel Enterprise Structures		\$ 1,403,188	\$ 1,403,188
23	Previously approved funding held as reserve	\$ 752,608		\$ 752,608
24	<b>Maintenance &amp; Preservation Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
25	<b>Debt Service and Availability Payments (Cost Centers and Pools)</b>	<b>\$ 730,146</b>	<b>\$ 78,267,402</b>	<b>\$ 78,997,548</b>
26	Series 2019A Redfunding Bonds Debt Service		\$ 13,699,700	\$ 13,699,700
27	Series 2024B Refunding Bonds Debt Service		\$ 11,804,500	\$ 11,804,500
28	Central 70 Availability Payment		\$ 33,398,714	\$ 33,398,714
29	Series 2024A Infrastructure Revenue Bond Debt Service		\$ 7,960,975	\$ 7,960,975
30	Series 2025A Infrastructure Revenue Bond Debt Service		\$ 11,403,513	\$ 11,403,513
31	Previously approved funding held as reserve	\$ 730,146		\$ 730,146
32	<b>Debt Service Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
33	<b>Construction Program (Cost Centers &amp; Pools)</b>	<b>\$ 31,757,495</b>	<b>\$ 124,740,155</b>	<b>\$ 156,497,650</b>
34	Capital Construction	\$ 31,757,495	\$ 124,740,155	\$ 156,497,650
35	<b>Construction Program Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Total Fund 538 Available Budget</b>			<b>\$ 242,223,746</b>
	<b>Total Fund 538 Itemized Allocations</b>			<b>\$ 242,223,746</b>
	<b>Total Fund 538 Balance</b>			<b>\$ -</b>

Line	Budget Category / Program	A. FY2025-26 Estimated Rollforward	B. FY2025-26 Final Allocation Plan	C. FY2026-27 Proposed Allocation Plan	D. FY2026-27 Final Allocation Plan	FY2026-27 Available Budget (A+D)
1	Bridge & Tunnel Enterprise					
2	<b>Capital Construction</b>	<b>\$31.8 M</b>	<b>\$110.6 M</b>	<b>\$117.3 M</b>	<b>\$124.7 M</b>	<b>\$156.5 M</b>
3	Asset Management	\$31.8 M	\$110.6 M	\$117.3 M	\$124.7 M	\$156.5 M
4	Capital Construction	\$31.8 M	\$110.6 M	\$117.3 M	\$124.7 M	\$156.5 M
5	<b>Maintenance and Operations</b>	<b>\$0.8 M</b>	<b>\$2.4 M</b>	<b>\$1.4 M</b>	<b>\$1.4 M</b>	<b>\$2.2 M</b>
6	Asset Management	\$0.8 M	\$2.4 M	\$1.4 M	\$1.4 M	\$2.2 M
7	Maintenance and Preservation	\$0.8 M	\$2.4 M	\$1.4 M	\$1.4 M	\$2.2 M
8	<b>Administration &amp; Agency Operations</b>	<b>\$2.0 M</b>	<b>\$2.2 M</b>	<b>\$2.2 M</b>	<b>\$2.6 M</b>	<b>\$4.6 M</b>
9	Agency Operations	\$2.0 M	\$2.2 M	\$2.2 M	\$2.6 M	\$4.6 M
10	<b>Debt Service</b>	<b>\$0.7 M</b>	<b>\$66.2 M</b>	<b>\$78.3 M</b>	<b>\$78.3 M</b>	<b>\$79.0 M</b>
11	Debt Service	\$0.7 M	\$66.2 M	\$78.3 M	\$78.3 M	\$79.0 M
12	<b>TOTAL - Bridge &amp; Tunnel Enterprise</b>	<b>\$35.2 M</b>	<b>\$181.4 M</b>	<b>\$199.2 M</b>	<b>\$207.0 M</b>	<b>\$242.2 M</b>



## 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

**Date:** February 19, 2026

**Subject:** Eighth Supplement to the Fiscal Year 2025-26 Bridge and Tunnel Enterprise Budget

### Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement request for one project. Region 1 requests a budget supplement to fund the final design for the I-270 Critical Bridges (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) project.

### Action

Staff requests Board approval of Proposed Resolution #BTE2, the eighth supplement to the Fiscal Year 2025-26 BTE budget.

### Background

**Region 1: I-270 Critical Bridges Project (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ).**

Staff is requesting to increase the design phase budget by \$4,174,711 to supplement the design budget and advance the design of six poor-rated BTE-eligible bridges included in the project scope towards shovel readiness as part of the planned incremental budgeting process. The project has expended previous Bridge and Tunnel Enterprise Board-approved funding to advance the preliminary design of the six bridges to the DOR-level (60%) milestone, which was achieved in November 2025. To date, the Board has approved a total of \$8,078,264 in design phase funds through four budget supplements (BTE#22-03-02, BTE#23-02-02, BTE#24-02-02, and BTE#25-03-03).

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges on the I-270 corridor between York Street and Vasquez Boulevard as the first phase of the I-270 Improvement and Congestion Relief CDOT 10-Year Plan project, planning ID 0002. In parallel with the I-270 Critical Bridges design phase, CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor project, which will serve as the clearance document for both projects. The bridges have been in service for more than 50 years and are beyond

their intended service lives. CDOT and BTE have placed a high priority on replacing these structures on an accelerated timeline due to the increasing frequency and severity of planned and unplanned bridge deck repairs, which have created maintenance and safety concerns. These deck repairs create disruptions to the traveling public due to lane closures needed to perform the work. The six BTE-funded poor-rated bridges tabulated below are in the top tier of the Q3 FY2026 BTE Bridge Prioritization Plan. The two fair-rated bridges included in the project scope will be funded through other sources.

Structure ID	Description	Deck Area (Sq. Ft.)	Year Built
E-17-ID	I 270 ML WBND over S. Platte River	12,518	1969
E-17-IE	I 270 ML EBND over S. Platte River	12,518	1969
E-17-IF	I 270 ML WBND over Burlington Canal	8,869	1969
E-17-IG	I 270 ML EBND over Burlington Canal	8,869	1969
E-17-IH	I 270 ML WBND over SH 265 ML & RR	14,951	1969
E-17-IJ	I 270 ML WBND over Service Rd. & RR	13,692	1970
	Total:	71,417	

Additional funding is being requested at this time as the coordination between the I-270 Critical Bridges design team and the I-270 EIS team continues. The iterative nature of the EIS effort, coordination with project stakeholders, and producing optimized structure designs that meet stakeholder requirements has required the design phase budget to be supplemented incrementally throughout the design process. As a result of the continued coordination, the bridge design requirements are now clearly defined, allowing the project team to further refine the project budget and schedule through final design. As the NEPA review process for the project is still ongoing, it is important to note that design elements funded through this supplement which could materially impact the objective consideration of alternatives in the NEPA review process for the project and/or cause adverse environmental impacts will not be performed until the NEPA process concludes. CDOT will continue to seek FHWA concurrence on permissible design activities during NEPA. To ensure design is not advanced beyond FHWA concurrence, CDOT has developed a phased NTP process for the design work in the task orders that are expected to be funded by this budget supplement.

**I-270 Critical Bridges in Adams County**

(Old E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ). (New E-17-AGA, E-17-AGB, E-17-AGC, E-17-AGD, E-17-AGE, E-17-AGF, E-17-AGG, E-17-AGH) (SAP Project # 24947)  
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2026 Budget	Total Budget Request	Total Project Budget
Design	FASTER 10 Year Plan	\$8,078,264	\$4,174,711	\$4,174,711	\$12,252,975
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$8,078,264</b>	<b>\$4,174,711</b>	<b>\$4,174,711</b>	<b>\$12,252,975</b>

**I-270 Critical Bridges in Adams County**

(Old E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ). (New E-17-AGA, E-17-AGB, E-17-AGC, E-17-AGD, E-17-AGE, E-17-AGF, E-17-AGG, E-17-AGH) (SAP Project # 24947)  
Forecast Project Expenditure by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2026 Forecast Expenditures	FY2027 Forecast Expenditures	Total Request Expenditures
Design	FASTER 10 Year Plan	\$5,736,285	\$1,124,711	\$3,050,000	\$4,174,711
<b>Total of Project Phases</b>	<b>All Funding Sources</b>	<b>\$5,736,285</b>	<b>\$1,124,711</b>	<b>\$3,050,000</b>	<b>\$4,174,711</b>

## Available Funding

If the Board approves the requested budget supplement outlined above, the remaining FY 2025-26 balance will be \$20,389,669 for the FASTER 10-Year Plan pool. The table below provides high-level transaction details for this BTE funding source.

**FASTER 10-Year Plan - Bridge Safety Surcharge Funding Balance,  
Fiscal Year 2026 BTE Funding Source, Year of Budget**

Starting FY Budget Balance	\$16,500,000
Year-to-Date Roll forwards or Project Savings	\$14,022,878
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-\$5,958,498
Pending Budget Supplements	-\$4,174,711
<b>Remaining Available Balance</b>	<b>\$20,389,669</b>

## Next Steps

1. Approval of Proposed Resolution #BTE2 will provide the funding necessary for Region 1 to fund the final design. As noted above, the design work of the I-270 Critical Bridges Project will utilize a phased NTP process to ensure design is not advanced beyond permissible activities approved by FHWA during NEPA.
2. Staff will return to the Board with additional budget supplement requests as necessary.



## 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  
**Date:** February 19, 2026

**Subject:** Resolution to Approve Bridge and Tunnel Enterprise Grant Funding Match Request for the USDOT Better Utilizing Investments to Leverage Development Grant Program

### Purpose

The Statewide Bridge and Tunnel Enterprise Board of Directors (Board) is being asked to approve the attached resolution to commit BTE state match funding for the 23<sup>rd</sup> Avenue Bridge Improvements Project being submitted for the Capital Projects category of the Federal Fiscal Year 2026 U.S. Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) discretionary grant opportunity.

### Action

Staff request Board approval of Proposed Resolution #BTE3 to commit BTE state match funds for the Federal Fiscal Year 2026 USDOT BUILD discretionary grant opportunity.

### Background

In December 2025, USDOT released a Notice of Funding Opportunity (NOFO) for the FY2026 BUILD Grants. BUILD is a competitive, discretionary grant program that focuses on planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. The goal of the BUILD program is to fund eligible surface transportation projects that will have a significant local or regional impact and improve transportation infrastructure.

Staff performed an evaluation to identify projects with the highest probability of award based on the evaluation criteria outlined in the NOFO. Through this process, the project described in this memo was identified as a top candidate for submission. The projects were vetted by the Executive Management Team, and are a high priority for CDOT, BTE, and numerous other project stakeholders. Staff are bringing a recommended project for the Capital Projects category to the Board at this time due to the anticipated upcoming

application deadline of February 24, 2026. More information on this project can be found in the details section below.

## Details

### Region 1: 23<sup>rd</sup> Avenue Bridge Improvements Project

The BTE funding contribution will fund a portion of the cost of the construction phase for this project, which is part of the larger I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue 10-Year Plan Project (planning ID 2575). Details regarding the one BTE-eligible bridge included in the project scope are provided in the table below.

Structure ID	Description	County	Deck Area (sq. ft.)	Condition Rating
F-16-DA	23 <sup>rd</sup> Avenue over I-25 ML	Denver	11,341	Poor

F-16-DA is a two-span concrete rigid frame with concrete deck bridge on 23<sup>rd</sup> Avenue over Interstate 25 in Denver County and built in 1952. 23<sup>rd</sup> Avenue has an AADT of 11,261 at this location. The bridge deck was first rated poor in 2006. The deck has moderate to heavy efflorescence and map cracking and spalls with exposed, corroded rebar in numerous bays. This bridge has substandard vertical clearance and has been damaged numerous times by vehicular impacts. The bridge is in the top tier of the Q3 FY2026 BTE Bridge Prioritization Plan.

BTE Staff are requesting up to a \$11M maximum in BTE state match funding to complete the replacement of the bridge. Allocation of these funds will be contingent on the award of a grant through the BUILD program. The \$11 million in BTE funds will provide the required state cost share level (20%) required for the grant application. These funds will be pooled with \$18.6 million of federalized 10-Year Plan funds. Construction activities for the project, which have a total estimated cost of \$54,600,000, will be fully funded if the \$25 million BUILD grant request is awarded. BTE program forecasts indicate that resources are available to fund the project during the anticipated project delivery schedule (FY2029 to FY 2034).

## Next Steps

1. Approval of resolution #BTE3 will allow CDOT and BTE to submit applications for the USDOT Federal Fiscal Year 2026 BUILD grant opportunity in advance of the February 24, 2026 deadline.
2. If a grant is awarded, BTE staff will return to the Board requesting funding as part of the monthly budget supplement process.
3. If a grant is not awarded, CDOT and BTE will evaluate the viability of advancing this project to construction with other funding sources.
4. Staff will continue to evaluate other bridge projects in BTE's portfolio for competitiveness for future grant opportunities. Top candidates will be identified and brought to the Board at that time.



Department of Transportation

# Statewide Bridge and Tunnel Enterprise Workshop

February 2026

1. FY 2026-27 BTE Final Budget (for review and comment - approval requested at March Board meeting)
2. 8<sup>th</sup> Budget Supplement to the FY 2025-26 BTE Budget (approval requested at February Board meeting)
3. Funding Match Request for BUILD Grant Program (approval requested at February Board meeting)





# *FY 2026-27 BTE Final Budget*



# BTE Budget Setting Basics

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- BTE is a self-supporting, government-owned business that receives fee revenue in return for the provision of a good or service.
- In accordance with statute and enterprise bylaws, BTE has the authority to set its own budget within the constraints of the revenue forecast for the Fiscal Year.
- The Enterprise coordinates with the Office of Financial Management and Budget to ensure its budget is accurately reflected in the Department-wide budget allocation plan prior to final approval in March.



# Revised BTE FY 2026-27 Revenue Forecast

## 1) Increased Federal Funds for Debt

### Service Obligations

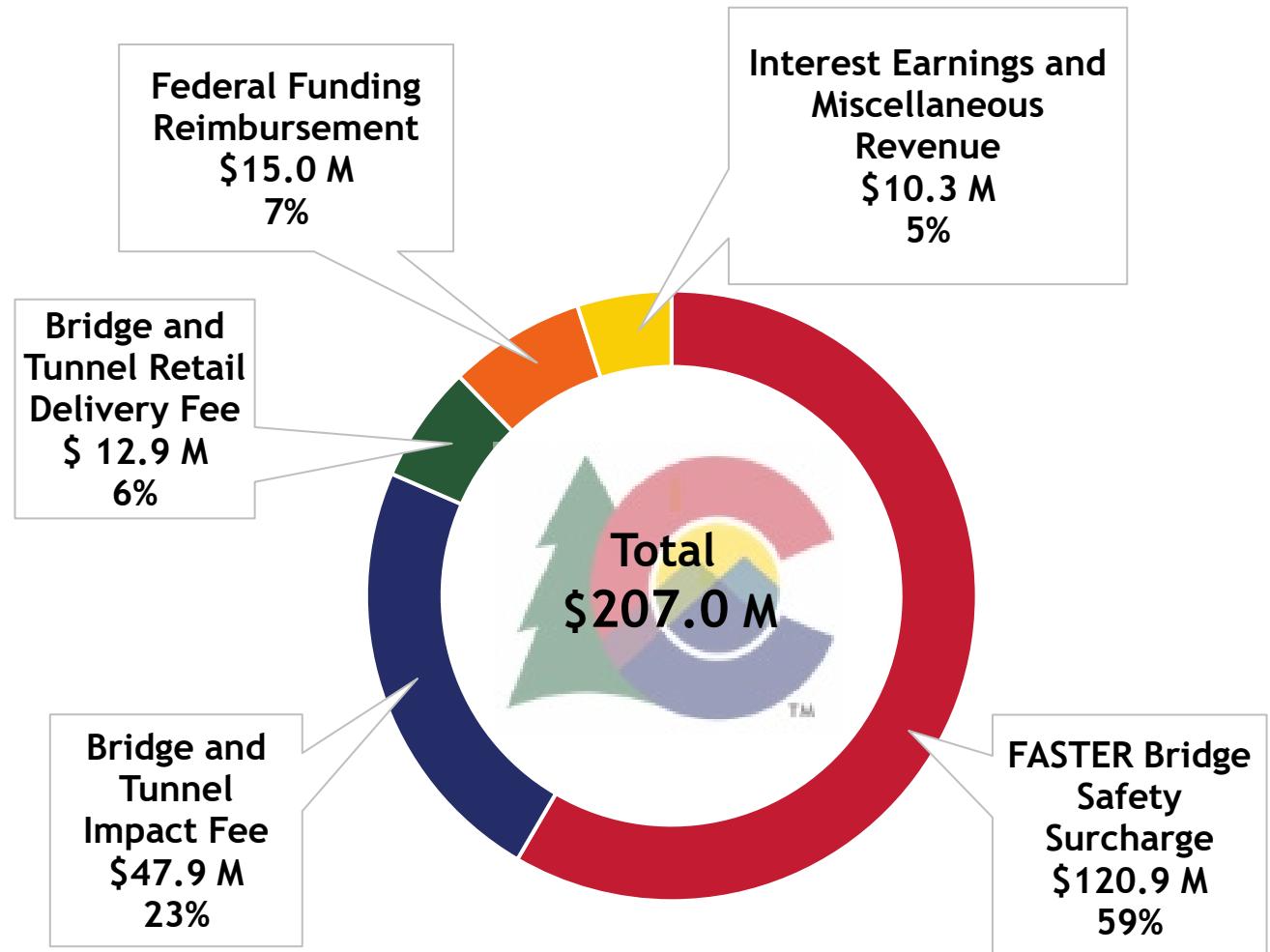
- Restored to the entire \$15.0M from the previous \$8.1M that was approved in the Proposed FY2026-27 Budget Allocation Plan.
- Use limited to debt service on BTE's senior bonds.

## 2) Increased Estimated Interest Earnings

- Infrastructure Revenue Bond proceed balances are anticipated to earn an additional \$903K of interest.
- Use limited to eligible bridge projects.

## 3) Overall Change in BTE Total Estimated Revenue

- An increase of \$7,846,914 or 4.0%





# Updated BTE FY 2026-27 Program Allocations

## 1) Administration and Operating - Overall increase of \$386,939

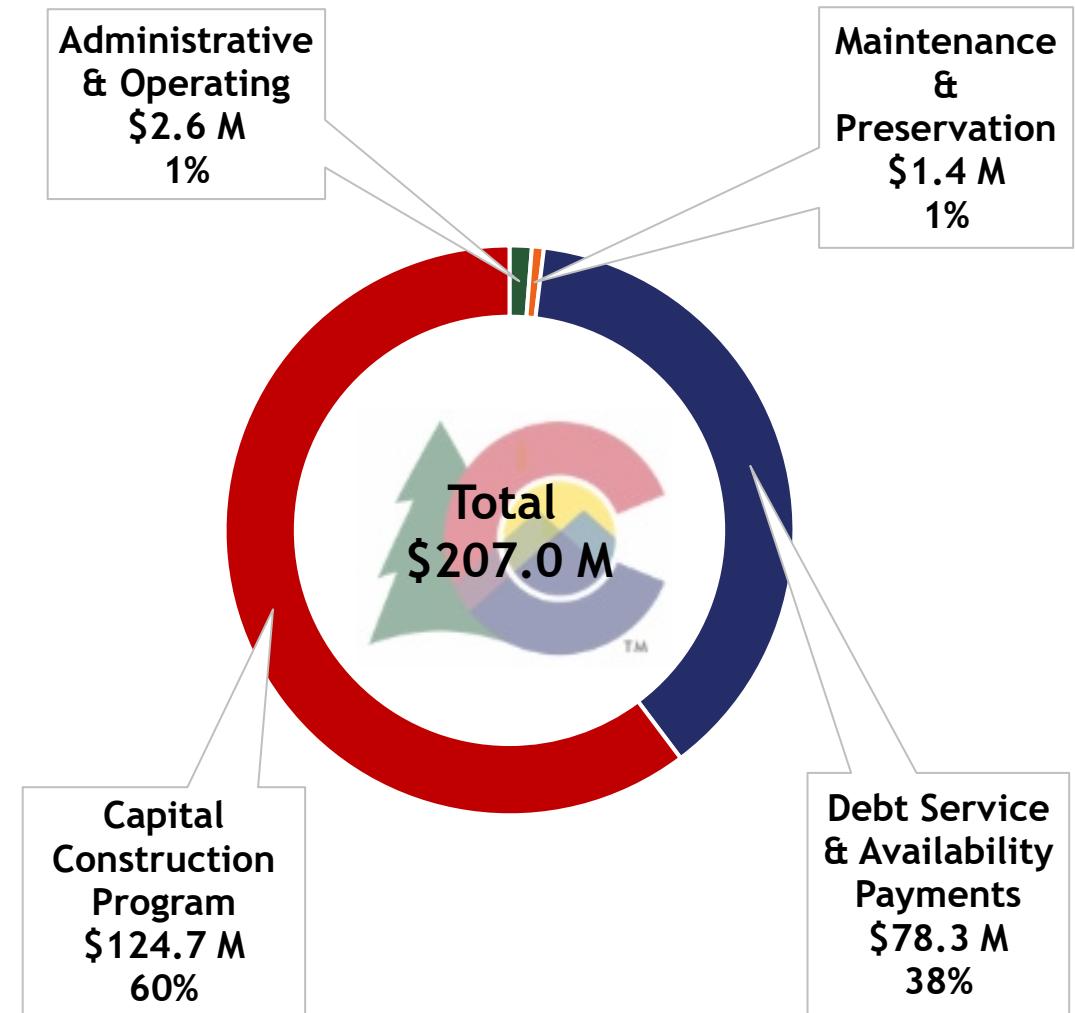
- Updated staff compensation data to reflect most up-to-date payroll information
- Incorporated BTE share of centrally provided services which totals \$376,058.
  - Operating common policies
  - Reimbursement for CDOT staff and operating support
  - Facilities
  - Debt Services for HQ location

## 2) Construction Program- Overall increase of \$7,459,975

- Increase directly supporting BTE capital construction projects

## 3) Overall increase to BTE allocations: \$7,846,914

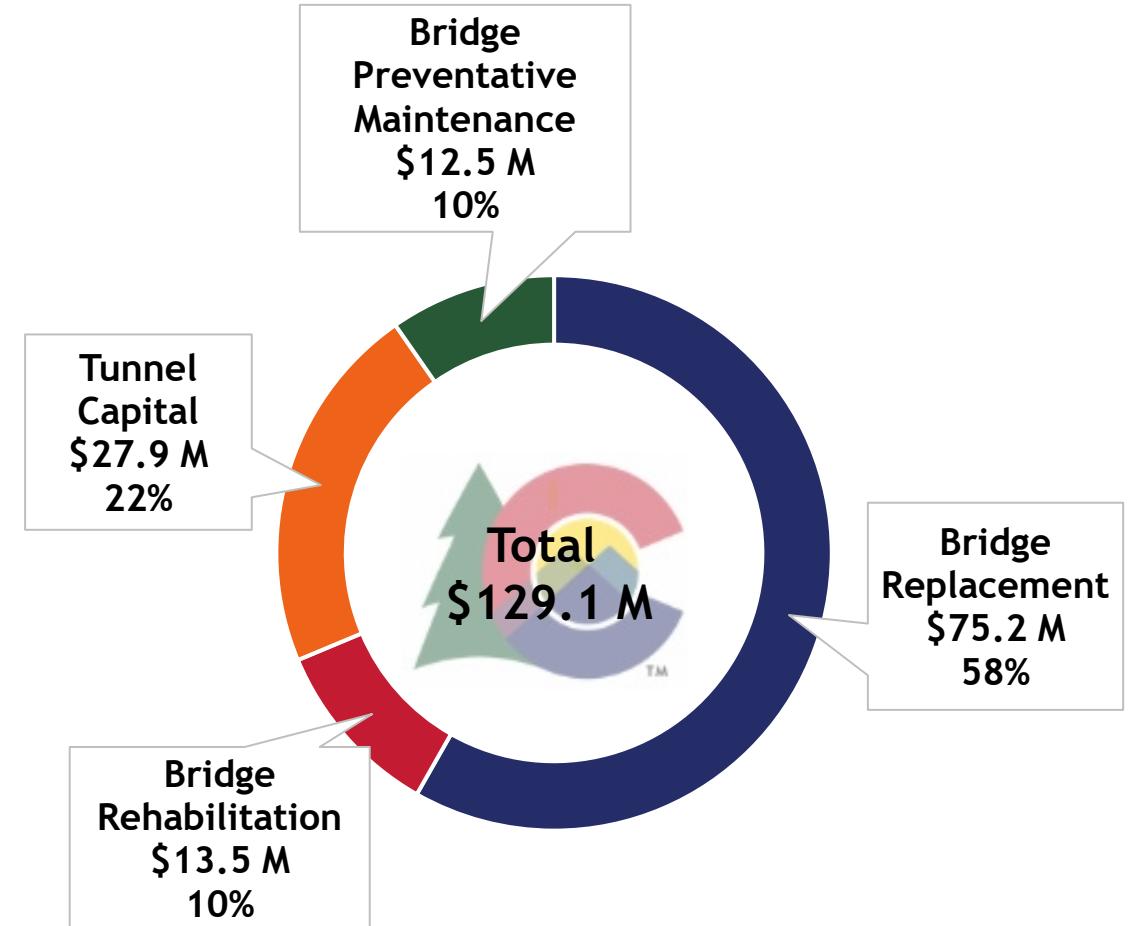
## 4) Total Allocations and Revenues balance to \$207,013,858





# FY27 Capital Construction Program

- The graph represents FY2026-27 programmed capital construction projects by work type.
- Estimated FY2025-26 roll forwards will fund the portion of the capital construction program that exceeds the FY2026-27 approved \$124.7 million capital construction budget.
- Remaining estimated roll forwards dollars are programmed to multi- year capital construction projects and future BTE projects that will be in design or construction with in the next four- year planning cycle.
- Does not include funding associated with the contemplated calendar year 2026 Infrastructure Revenue Bond transaction.





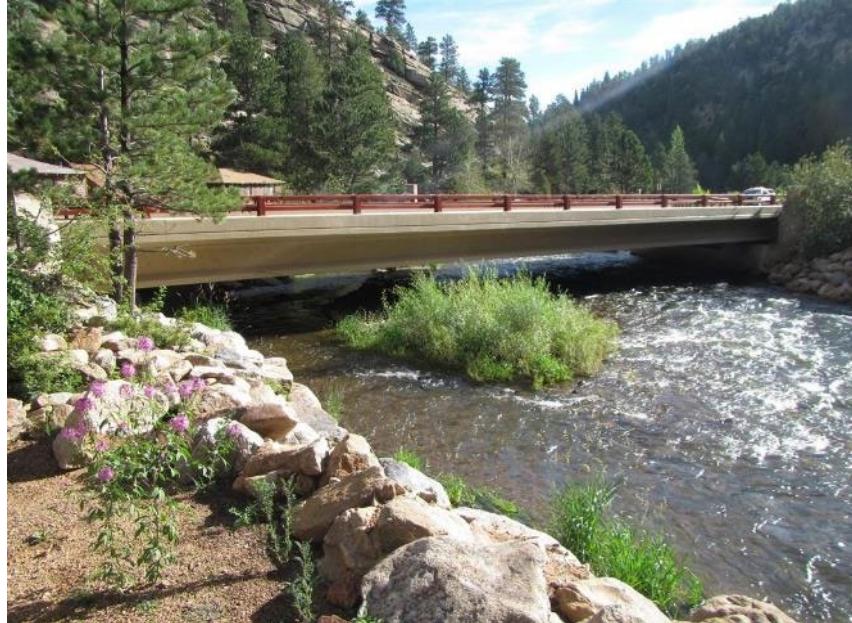
# Next Steps

## March

- BTE will request approval and adoption of the Enterprise's Final FY 2026-27 Budget Allocation Plan.
- BTE adopted budget will be incorporated into the CDOT department-wide Final FY 2026-27 Annual Budget Allocation Plan.

## FY 2026-27

- BTE, in coordination with OFMB, will return seeking approval to amend the Final FY 2026-27 Budget Allocation Plan to reflect the contemplated calendar year 2026 new money IRB issuance.
- BTE, in coordination with OFMB, will amend the Final FY 2026-27 Budget Allocation Plan to reflect the impacts associated with revenue reconciliation and roll forward adjustments.



# *8th Supplement to the FY26 BTE Budget*

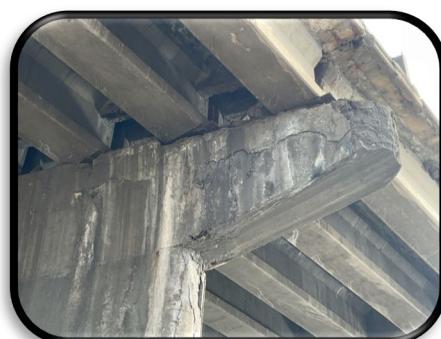


# Budget Supplement Request

**Project:** I-270 Critical Bridges  
**Location:** CDOT Region 1, Adams County  
**CDOT 10-Year Plan Planning Project ID:** 0002  
**BTE Prioritization:** Top Tier



Deck repair patch on E-17-IF

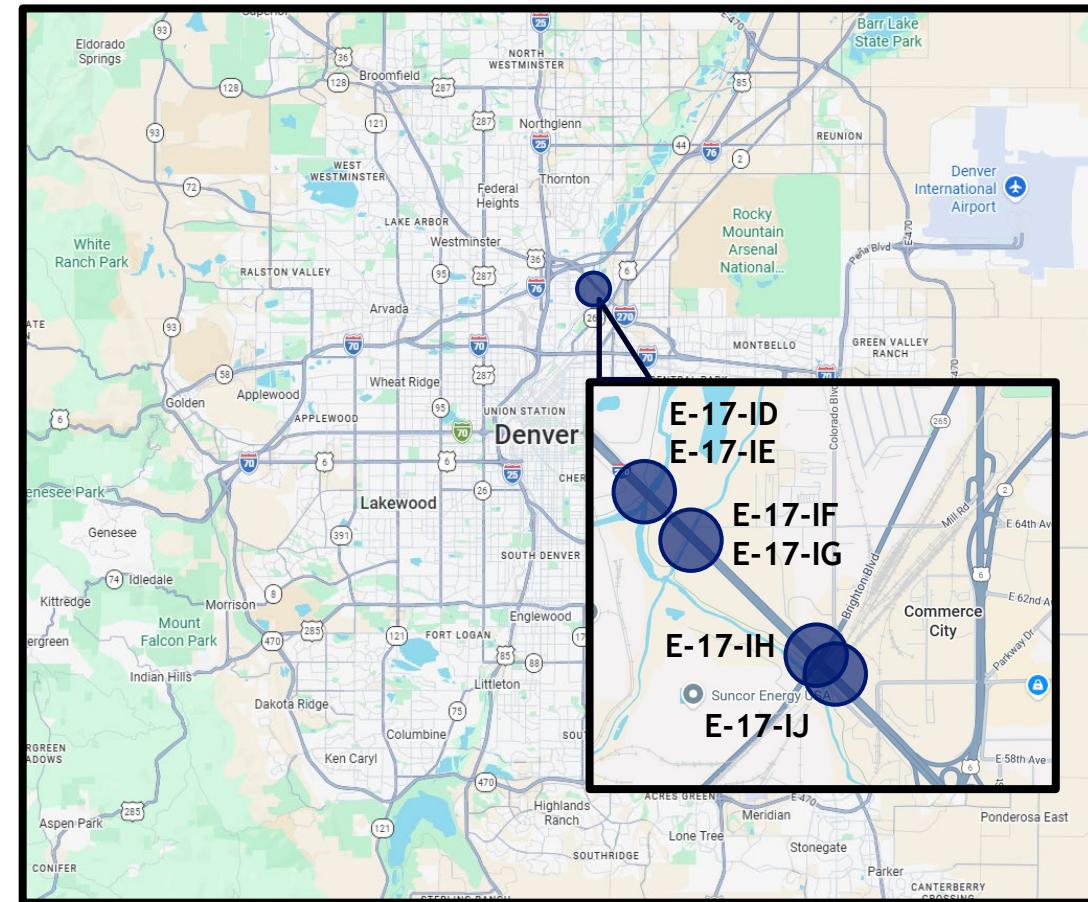


Pier with exposed rebar and delamination at E-17-IE

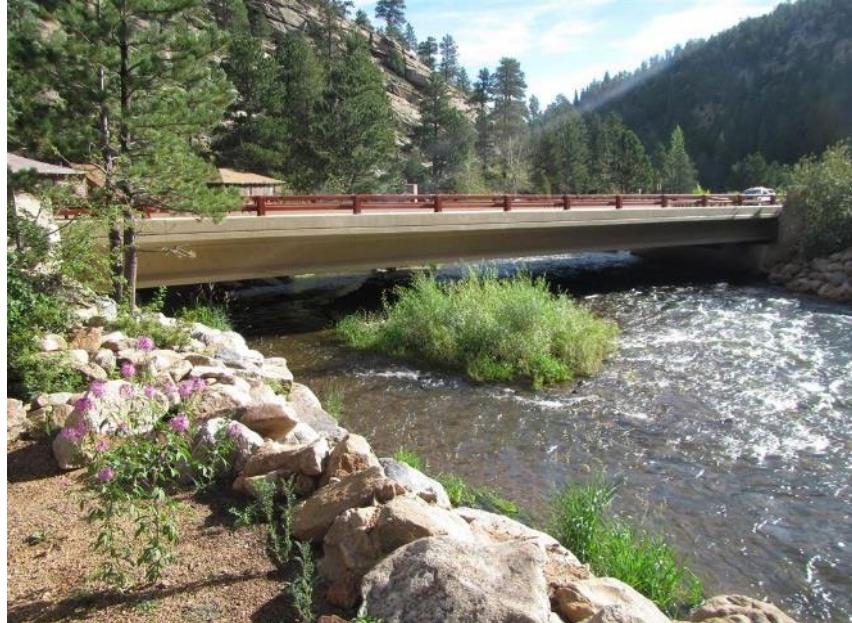


Exposed corroded rebar on overhang of E-17-IJ

Project	Structure ID	Condition Rating	Total Budget Supplement Request	Project Phase
I-270 Critical Bridges	E-17-ID E-17-IE E-17-IF E-17-IG E-17-IH E-17-IJ	Poor Poor Poor Poor Poor Poor	\$4,174,711	Design



**Total Design Phase Budget: \$12,252,975**  
**Previously Approved Design Budget: \$8,078,264**  
**Design Supplement Request: \$4,174,711**



# *Funding Match Request for BUILD Grant Program*



# BUILD Grant Program Overview

- In December 2025, U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the FY2026 Better Utilizing Investments to Leverage Development (BUILD) grant program
- The BUILD program, which focuses on addressing surface transportation projects with significant local or regional impact and improving transportation infrastructure, aligns closely with BTE's mission and goals
- BUILD grants are awarded for projects that will improve safety; environmental stability; quality of life; mobility and community connectivity; economic competitiveness; state of good repair; partnership and collaboration; and innovation
- Staff are requesting approval to commit BTE state match funding at required state cost share levels (20%) for one project that is expected to be competitive
- The deadline for application submission is February 24, 2026



# Region 1: 23<sup>rd</sup> Avenue Bridge Improvements Project

**Total Estimated Project Cost: \$54,600,000**

**BUILD grant request: \$25,000,000**

**CDOT 10-Year Plan funding: \$18,600,000**

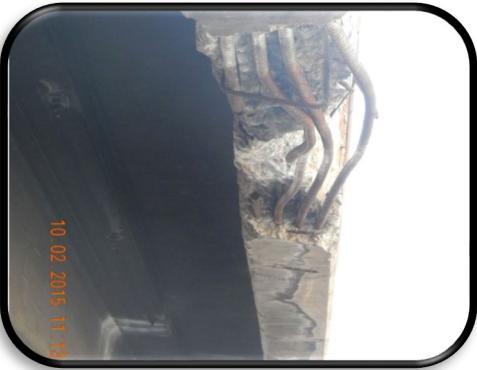
**BTE State funding match: \$11,000,000**



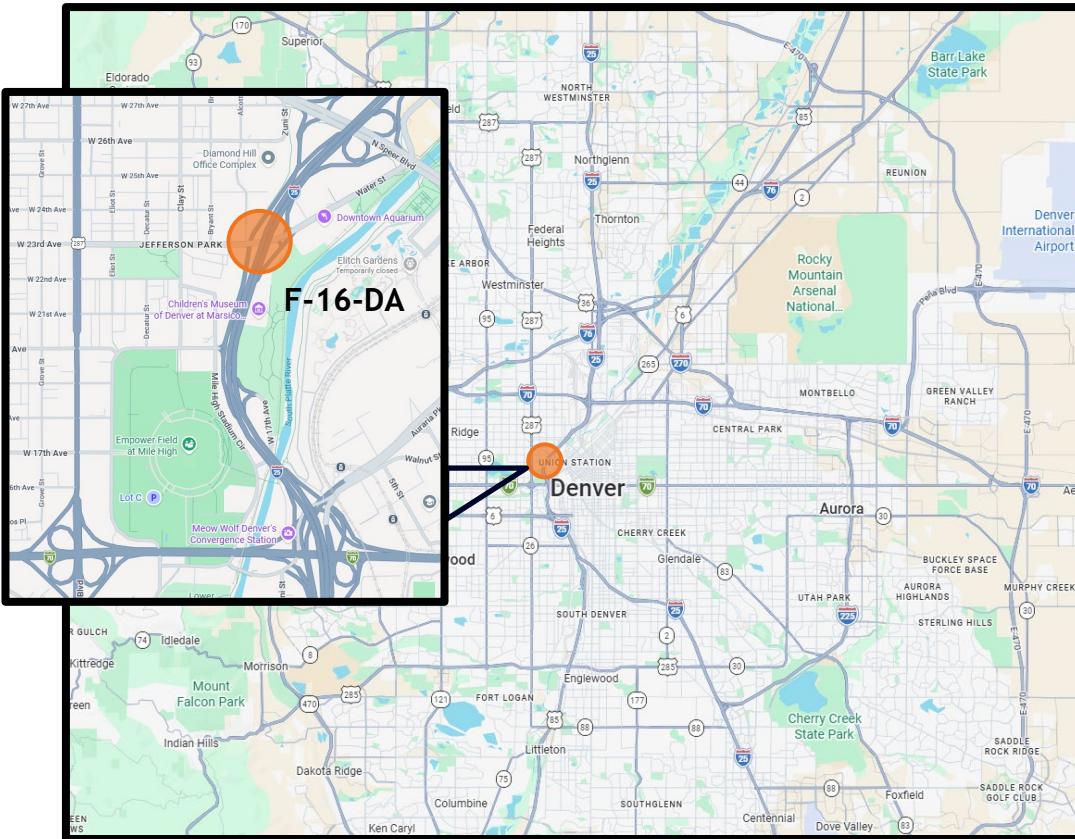
F-16-DA looking North



Spall and delamination with exposed rebar in bay of F-16-DA



Girder damage at F-16-DA from high load bridge strike



**Overall Project: I-25 Interchange Reconstruction at Speer Boulevard and 23<sup>rd</sup> Avenue**

**Location: CDOT Region 1**

**CDOT 10-Year Plan Planning Project ID: 2575**

Structure ID	Route/Crossing	Condition Rating	Year Built	BTE Prioritization Tier	County	Deck Area (sq. ft.)
F-16-DA	23 <sup>rd</sup> Avenue over I 25 ML	Poor	1952	Top	Denver	11,341



**COLORADO**

Department of Transportation

# Questions or comments?





## Memorandum

**To:** Fuels Impact Enterprise Board of Directors

**From:** Darius Pakbaz, Director, Division of Transportation Development

Craig Hurst, DTD Freight Mobility and Safety Manager

**Date:** February 19, 2026

**Subject:** Approval to adopt the Fiscal Year 2026-27 final budget.

### Purpose

This memorandum provides a summary of the Final budget for Fiscal Year 2026-2027 for adoption by the Fuels Impact Enterprise Board of Directors (Board).

### Action

Adoption of the Fiscal Year 2027 draft Budget that was reviewed in November with adjustments requested by the Board of Directors.

### Background

Senate Bill 23-280, signed into law on June 6, 2023, established the Fuels Impact Enterprise within the Colorado Department of Transportation. This enterprise is tasked with improving the transportation of fuel and motor vehicle emissions. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose a fuels impact reduction fee as authorized by C.R.S. 43-4-1505(1), which was completed at the August board meeting.
- Issue grants as authorized by the fuels impact reduction grants program created in section 43-4-1506; and
- Issue revenue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.

To carry out its duties and its business enterprise, the enterprise adopted a fuels impact reduction fee per gallon, beginning on September 1, 2023, to be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ship products from outside of Colorado to a point within Colorado. This fee cannot be more than six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon of fuel products delivered for sale or use in Colorado.

The enterprise is tasked to administer the fuels impact reduction grant program, to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses,

environmental mitigation, or projects related to transportation fuel within the state. C.R.S. 43-4-1506 (2) requires the distribution of the first \$10 million of funds from the grant program to the following:

- \$6,400,000 to Adams County (64%)
- \$2,000,000 to the City of Aurora (20%)
- \$1,300,000 to El Paso County (13%)
- \$240,000 to Mesa County (2.4%)
- \$60,000 to Otero County (0.6%)

Additionally, the enterprise can distribute up to five million dollars (\$5 million) from the fund, after the transfers outlined above and after providing for administrative expenses of the enterprise, to commercial freight corridors, support state government projects related to emergency responses, environmental mitigation, or support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.

If the fund balance of the cash fund for the enterprise exceeds \$15 million, the fuels impact reduction fee will not be collected.

As defined in 43-4-1503 (1)(b), the Colorado Transportation Commission shall also serve as the Fuels Impact Enterprise Board of Directors and the enterprise will end its existence on January 1, 2030 and defined in C.R.S. 43-4-1507.

On anticipated revenues of \$15,780,000 in fiscal year 2026-27, these are the proposed allocations for consideration by the Board of Directors:

- \$10,000,000 for Local Agency Allocations per C.R.S. 43-4-1506 (2)
- \$8,844,532 for Statewide Fuel Movement and Freight Projects and Programs
- \$218,784 for Enterprise Administration and Operations
- \$100,000 for Board Contingency Funds

## Next Steps

Board of Directors to review and approve the final FY2026-27 budget.

## Attachments

Attachment A: Final Fuels Enterprise Fiscal Year 2026-27 Budget

Proposed Resolution #FIE01

**Fuels Impact Enterprise**  
**Fuels Impact Reduction Fund 548 C.R.S. §43-4-1504 (1)(a)(I)**  
**Fiscal Year 2026-27 Final Allocation Plan & Annual Budget 02/19/2026**

Fiscal Year 2026-27 Estimated Revenues & Roll Forwards				
Line	Source	FY2025-26 Estimated Roll Forward	FY2026-27 Estimated Revenue	FY2026-27 Estimated Available Revenue
1	Fuels Impact Reduction Fee		\$ 15,000,000	\$ 15,000,000
2	Interest Earnings and Miscellaneous Revenue		\$ 780,000	\$ 780,000
3	Estimated FY2025-26 Roll Forward	\$ 3,383,316		\$ 3,383,316
4	<b>Total Estimated Revenue</b>	<b>\$ 3,383,316</b>	<b>\$ 15,780,000</b>	<b>\$ 19,163,316</b>
Fiscal Year 2026-27 Allocations & Budget				
Line	Budget Item	FY2025-26 Estimated Roll Forward	FY2026-27 Final Allocation Plan	FY2026-27 Available Budget
5	<b>Administrative &amp; Operating Activities (Cost Center FI280-548)</b>		\$ 218,784	\$ 218,784
6	Fuels Impact Enterprise Staff Compensation		\$ 75,000	\$ 75,000
7	Fuels Impact Enterprise Program Support		\$ 25,000	\$ 25,000
8	Attorney General's Office Legal Services		\$ 1,000	\$ 1,000
9	Annual Audit		\$ 2,000	\$ 2,000
10	Travel Expenses		\$ 500	\$ 500
11	Operating Expenses		\$ 1,000	\$ 1,000
12	Central Services Allocation		\$ 114,284	\$ 114,284
13	<b>Administrative &amp; Operating Activities Unallocated Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
14	<b>Local Agency &amp; Board Directed Distributions (Cost Center FUELS-548)</b>	<b>\$ 3,283,316</b>	<b>\$ 15,561,216</b>	<b>\$ 18,844,532</b>
15	Adams County Distribution		\$ 6,400,000	\$ 6,400,000
16	City of Aurora Distribution		\$ 2,000,000	\$ 2,000,000
17	El Paso County Distribution		\$ 1,300,000	\$ 1,300,000
18	Mesa County Distribution		\$ 240,000	\$ 240,000
19	Otero County Distribution		\$ 60,000	\$ 60,000
20	Board Directed Distribution	\$ 3,283,316	\$ 5,561,216	\$ 8,844,532
21	<b>Local Agency &amp; Board Directed Distributions Unallocated Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
22	<b>Debt Service</b>			
23				
24	<b>Debt Service Unallocated Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
25	<b>Contingency Reserve (Cost Center FI300-548)</b>	<b>\$ 100,000</b>		<b>\$ 100,000</b>
26	Available for Contingency	\$ 100,000		\$ 100,000
27	<b>Contingency Reserve Unallocated Balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>Total Fund 548 Available Budget</b>			<b>\$ 19,163,316</b>
	<b>Total Fund 548 Itemized Allocations</b>			<b>\$ 19,163,316</b>
	<b>Total Fund 548 Unallocated Balance</b>			<b>\$ -</b>
	<b>Total Available Fund 548 Balance Per C.R.S. §43-4-1504 (1)(b)(II)*</b>			<b>\$ -</b>

\*Does not factor in costs incurred by the Department of Revenue while collecting the fee



**Fuels Impact Enterprise**  
02.19.2026 Board Meeting  
Darius Pakbaz - DTD Director  
Craig Hurst - DTD Freight Mobility & Safety Branch Manager



# Fuels Impact Enterprise

## General Overview

Officially Created on August 8, 2023; expires on January 1, 2030

**Business Purpose: Improve the Transportation of Fuel and Monitor Vehicle Emissions**

**Enterprise Governance:** The Colorado Transportation Commission shall serve as the Fuels Impact Enterprise Board of Directors

**Enterprise Powers:**

- Impose a fuel impact reduction fee
- Issue grants authorized by the fuels impact reduction grant program
- Issue bonds payable from fuels impact reduction fee revenue and other available money of the enterprise.
- Provide services set forth in C.R.S. 43-4-1506
- Other powers as implied by statute.





# Fuels Impact Reduction Fee

As detailed in C.R.S. 43-4-1503, the Fuels Impact Enterprise Board was required to set the fuels impact reduction fee by September 1, 2023.

The fee was set by the Enterprise Board of Directors at **six thousand one hundred twenty-five millionths of a dollar (\$0.006125) per gallon** of fuel products delivered for sale or use in Colorado.

This fee will be paid by licensed fuel excise tax distributors within Colorado and licensed fuel distributors who ships products from outside of Colorado to a point within Colorado.

The fee will not be collected if the fuels impact cash fund exceeds **\$15 million dollars**.



# Fuels Impact Reduction Grant Program

C.R.S. 43-4-1506

Fuels Impact Reduction Grant Program  
**\$15 million**



The Enterprise will be tasked with administration of the Fuel Impact Reduction Grant Program. Its purpose is to provide grants to certain impacted communities, governments, and transportation corridors for:

- Hazardous Mitigation Corridors
- Support Local and state products
  - Emergency Responses
  - Environmental Mitigation
  - Projects related to transportation of fuel within Colorado



# Fuels Impact Reduction Grant Program

## Political Subdivision Allocation - \$10 million

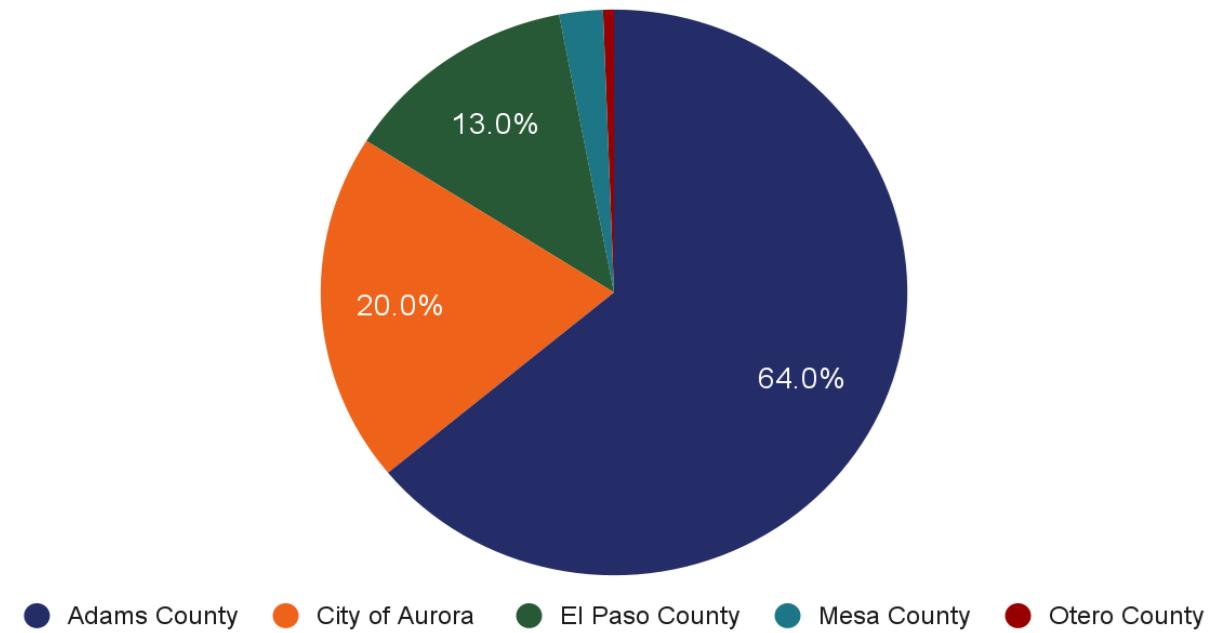
The first allocation of funds, as required by statute, are to the following political subdivisions for the improvement of hazardous mitigation corridors in the state prioritizing uses related to safety and environmental impacts.

- Adams County - \$6,400,000 - 64%
- City of Aurora - \$2,000,000 - 20%
- El Paso County - \$1,300,000 - 13%
- Mesa County - \$240,000 - 2.4%
- Otero County - \$60,000 - 0.6%

If the enterprise is unable to distribute \$10 million, funds will be distributed in proportion described above.

If a political subdivision is unable to accept these funds, unacceptable amounts will be distributed to the other political subdivisions on a proportionate basis.

Political Subdivision Allocation - \$10 million





# Fuels Impact Reduction Grant Program

## FI Enterprise Administered Funds

The enterprise can allocate \$5 million dollars from the fuels impact cash fund, after the initial transfers to political subdivisions, and after providing for administrative expenses, to the enterprise for the following:

- Commercial Freight Corridors;
- State government projects related to emergency responses;
- State government projects related to environmental mitigation; or
- Support projects related to the transportation of fuel within the state on routes necessary for the transportation of hazardous materials.





# Fuels Impact Enterprise FY26-27 Revenues

Revenue Source	Revenues
FY2026-27 Fuels Impact Reduction Fee Revenue	\$ 15,000,000
FY2025-26 Annual Distribution Estimated Roll Forward	\$ 3,383,316
FY2026-27 Interest Earnings	\$ 780,000
<b>Total Available Revenue</b>	<b>\$ 19,163,316</b>



# Fuels Impact Enterprise FY26-27 Administrative and Operating Activities

<b>Administrative &amp; Operating Activities</b>	<b>\$ 218,784</b>
Fuels Impact Enterprise Central Services Allocation	\$ (114,284)
Fuels Impact Enterprise Staff Compensation	\$ (75,000)
Fuels Impact Enterprise Program Support	\$ (25,000)
Attorney General's Office Legal Services	\$ (1,000)
Annual Audit	\$ (2,000)
Travel Expenses	\$ (500)
Operating Expenses	\$ (1,000)
<b>Total Administrative &amp; Operating Activities Expenses</b>	<b>\$ (218,784)</b>



# Fuels Impact Enterprise FY26-27 Allocations & Expenses

Annual Distributions for FY26-27	\$18,844,532
Adams County FY26-27 Distribution	(\$6,400,000)
City of Aurora FY26-27 Distribution	(\$2,000,000)
El Paso County FY26-27 Distribution	(\$1,300,000)
Mesa County FY26-27 Distribution	(\$240,000)
Otero County FY26-27 Distribution	(\$60,000)
Board Directed FY26-27 Distribution	(\$8,844,532)
<b>Total Annual Distribution Expenses</b>	<b>(\$18,844,532)</b>



Department of Transportation

## Next Steps & Questions?

### Next Steps

- Approve FY26-27 Final Budget Allocation Plan with rollforward
- Determine eligible freight corridor projects for Board directed funding





## Fuels Impact Enterprise Annual Report - CY2025

During the spring and summer of 2025, Enterprise staff administered \$39,206,000 in combined grant funding for Fiscal Years 2024-25 and 2025-26.

- Adams County - \$12,800,000,
- City of Aurora - \$4,000,000,
- El Paso County - \$2,600,000,
- Mesa County - \$480,000,
- Otero County - \$120,000, and
- State Freight Route Projects - \$19,206,000



# Fuels Impact Enterprise Annual Report - Local Agency

- Local Agency projects -
  - Otero County, El Paso County, and Adams County are in the process of completing evaluations and prioritization framework for project selection
  - Mesa County will complete much needed bridge repairs on their secondary hazardous material route on Old US Highway 6 & 50
  - El Paso County will improve intersection safety and multimodal routing for residents, as well as update stop controls to assist turning motions during emergencies for the Security Fire Station No. 3, on Bradley Road, which is the ancillary route for fuel and truck traffic
  - City of Aurora will complete intersection improvements on Smith Road at Airport Boulevard and Tower Road. All three roads function as hazardous mitigation corridors and the improvements will include new traffic signals with updated timing to coordinate with the adjacent rail line timing, reconstructed curbs to better accommodate large trucks, updated signage and lane markings to clarify lane usage, and the addition of a northbound right turn lane.



# Fuels Impact Enterprise Annual Report - State Projects 1

- State Freight Routes projects (\$19,206,000)

- Region 1 - \$7,000,000
  - I-70 at Deer Trail Improvements
  - Critical repairs made to 4 structures in collaboration with BTE
- Region 2 - \$1,250,000
  - Repair and Replace concrete slabs on Highway 287
  - Highway 287 is part of Port to Plains Corridor
- Region 3 - \$1,250,000
  - Surface treatment projects on key freight routes -
    - Hwy 6: MM 214.9 - 216
    - Hwy 50: MM 113 - 114.1, and MM 36.2 - 42.2
    - Hwy 139: MM 31 - 32.5
    - Hwy 91: MM 19.5 - 20.6
    - I-70: MM 108.9 - 109.1, MM 110.05 - 110.23, MM 111.3 - 111.44, MM 116.7- 116.6, MM 116.4 - 116.5, MM 117.7 - 118.8, MM 118.2 - 118, MM 118.5 - 118.4, MM 119-119.4, and MM 119.8 - 119.9.



# Fuels Impact Enterprise Annual Report - State Projects 2

- State Freight Routes projects (\$19,206,000), continued
  - Region 3 - \$8,000,000
    - I-70 Horizon Paving Project, Grand Junction, Mesa County, Colorado
    - Will resurface ~6 miles (MM 31.0 to MM 36.98) on both travel lanes, plus two sets of exit ramps
  - Region 4 - \$1,250,000
    - Awarded funds on November 20, 2025
    - Developing pavement resurfacing plan
  - Region 5 - \$456,000
    - Awarded funds on November 20, 2025
    - Developing pavement resurfacing plan



## Transportation Commission Memorandum

**To:** Transportation Commission  
**From:** Jason Smith, Region 3 RTD  
**Date:** February 18<sup>th</sup>, 2026

**Subject:** Proposed Resolution 6, OHV Travel in Hinsdale County

### Purpose

Adopt a resolution in place of the previously approved TC 2018-07-17, TC 2021-03-10 and TC 2024-02-08 that will reflect a time extension of the resolution with generally the same terms as previously agreed upon with CSP, Hinsdale County and the Town of Lake City.

### Action

TC 2018-07-17, TC 2021-03-10 and TC 2024-02-08 allowed CDOT to enter into an agreement with Lake City and Hinsdale County to allow OHV travel on a segment of Hwy 149. General terms of the agreement included:

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

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

keep control of the program annually, while relieving the TC of needing to address this issue as frequently.

## **Background**

Over the course of the past several years, CDOT Region 3 has been working with the Town of Lake City and Hinsdale County to implement resolutions TC 2018-07-17, TC 2021-03-10 and TC 2024-02-08 that allows CDOT to designate a section of state highway as open to OHV travel. Through this time period the group has worked closely on implementation details as well as public questions and concerns. At present, all parties agree that the program has been successfully implemented and has been conducted safely.

## **Next Steps**

Upon approval of this resolution, the Region is committed to continue to work with CSP, Hinsdale County and the Town of Lake City to refine the implementation of the program.

## **Attachments**

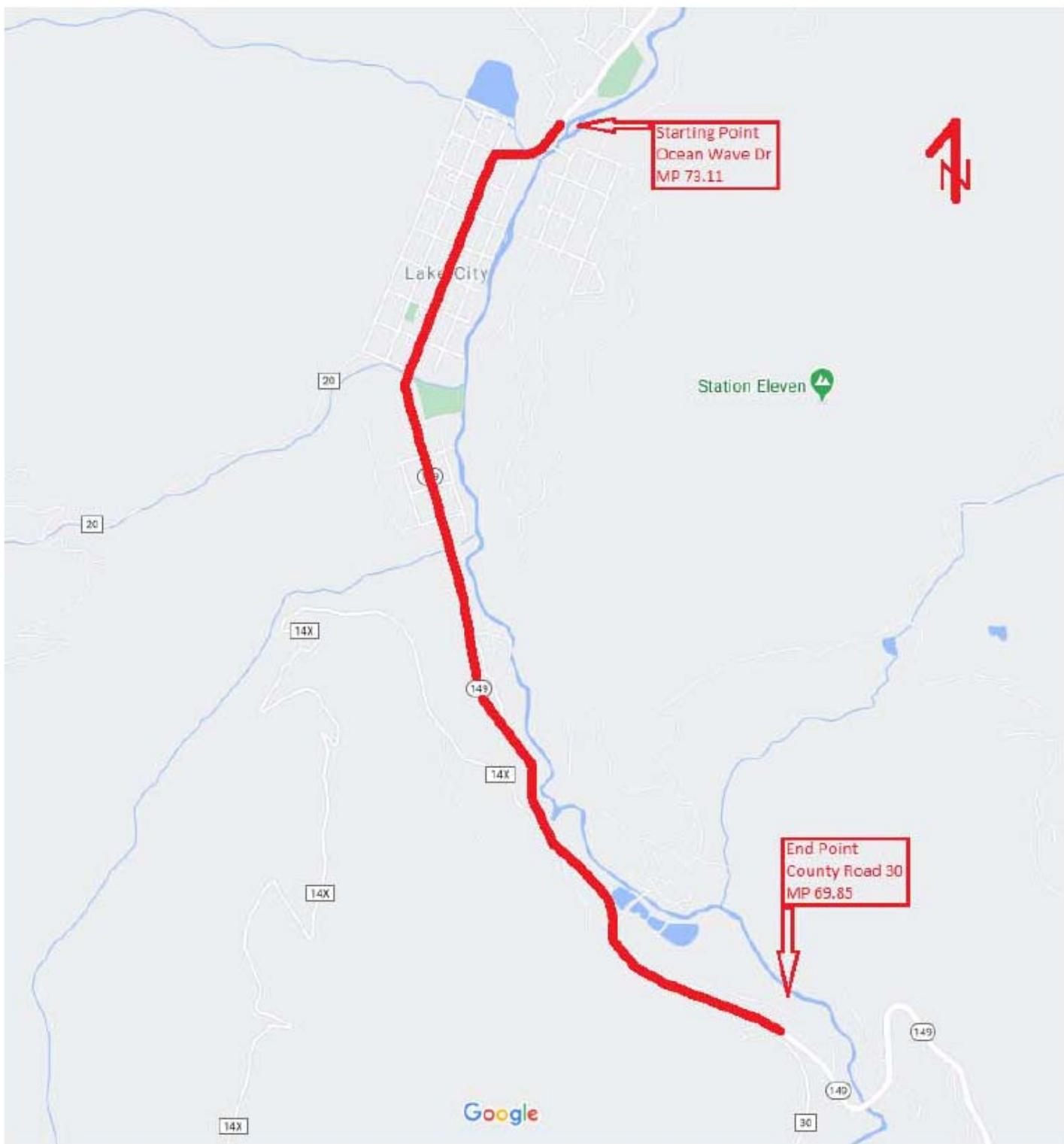
Map of OHV route

Letter of Request, as submitted by Hinsdale County and Lake City

Resolution from Lake City supporting this project

Resolution from Hinsdale County supporting this project

End of Season Report for 2025 as submitted by Hinsdale County and Lake City





311 N. Henson St.    Lake City, Colorado 81235    970-944-2225    [www.hinsdalecountycolorado.us](http://www.hinsdalecountycolorado.us)

January 21, 2026

Colorado Department of Transportation  
Attention: Herman Stockinger  
2829 W. Howard Pl.  
Denver, CO 80204

RE: Application to participate in OHV Highway Program Through 2035

Mr. Stockinger,

Please accept this letter as a formal application from Town of Lake City and Hinsdale County for a Special Use Permit from the Colorado Department of Transportation (COOT) to allow off-highway vehicles (OHVs) to operate on a section of State Highway 149 in Lake City and Hinsdale County, Colorado.

This letter is specifically to request a Special Use Permit that will allow OHVs to travel on SH 149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP 73) in Lake City, for a period of ten (10) years – 2026 to 2035 -- beginning on June 1 through September 30 of each year. Included with this letter are resolutions from both Hinsdale County and Town of Lake City declaring participation in the program.

Hinsdale County and the Town of Lake City have been granted three previous Special Use Permits from COOT that allowed OHVs to drive on SH149, for two years in 2019, three years in 2021 and two years again for 2024 and 2025. These permits provided a method for OHVs to complete the Alpine Loop Backcountry Byway, a portion of which crosses through Hinsdale County and the Town of Lake City on Hwy 149. Without access to SH 149, OHVs drivers could not travel the entire Alpine Loop without trailering their OHVs.

As part of the requirements of the Special Use Permit, a report was submitted to CDOT at the end of each summer detailing the outcome of the program for that year. This report included comments and statistics from Hinsdale County, Town of Lake City, Hinsdale County Sheriff's Office, Colorado State Patrol, Colorado Parks and Wildlife, and COOT. The safety of highway travel associated with this program is the number one priority for all partners involved.

Hinsdale County placed an advisory question on the November general election ballot inquiring if the electorate would support the county continuing the OHV Highway program for the next ten years, with a start and end date of June 1 and September 30. The majority of voters supported the idea of continuing the program for ten years. The Town of Lake City also supported that idea.



311 N. Henson St.    Lake City, Colorado 81235    970-944-2225    [www.hinsdalecountycolorado.us](http://www.hinsdalecountycolorado.us)

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Elements of the annual program include:

Hinsdale County lowers the speed limit on the southern portion of the route to 30 mph during the duration of each season, specifically from the CR30 intersection (MP 70.44) to (MP 71.5). The speed limit on the remainder of the route along SH 149 is 25 mph. OHVs are required to follow the designated speed limit along the section of SH 149.

OHVs are required to follow Colorado traffic laws, Hinsdale County Ordinance No. I, Series 2023, when operating outside of the Town, and Town of Lake City Ordinances 2016-02 and 2017-02 when operating within the town limits.

During the duration of each season of the program, signage specific to OHVs is posted along the SH 149 route according to a sign plan approved by COOT, which includes indicating the beginning and end of the route, speed limit and dates of the program.

An annual report is submitted to CDOT at the end of each year of the program, detailing information on the OHV Highway Program.

The Hinsdale County Sheriff Department went through a transition in 2025, but will have a staff of the sheriff, three full time deputies and two part time deputies for the summer of 2026 and moving forward. The goal is to have plenty of officers in place for enforcement of the OHV Highway program.

Hinsdale County and Town of Lake City have increased fines for OHV infractions.

Information regarding the OHV program including maps continues to be made available at locations in Lake City, including the County's website and the Lake City/Hinsdale County Visitors' Center.

I appreciate your consideration of this letter of request for a ten year permit of the Lake City/Hinsdale County OHV program. Please let me know if there is anything else you need from me at this time.

Sincerely,

Sandy Hines  
County Administrator

**TOWN OF LAKE CITY, COLORADO  
RESOLUTION NO. 2025-12**

**A RESOLUTION OF THE BOARD OF TRUSTEES OF THE TOWN OF LAKE CITY,  
COLORADO, AUTHORIZING PARTICIPATION IN COLORADO DEPARTMENT OF  
TRANSPORTATION'S OFF-HIGHWAY VEHICLE (OHV) HIGHWAY PROGRAM**

**WHEREAS**, pursuant to C.R.S. § 33-14.5-110, the Town of Lake City, of Hinsdale County, Colorado has the authority to regulate the operation of off-highway vehicles ("OHVs") on public lands, waters and property under its jurisdiction and on streets and highways within its boundaries by resolution or ordinance of the Board of Trustees; and

**WHEREAS**, C.R.S. § 33-14.5-108 stipulates that the State of Colorado may designate a State road or highway open to off-highway vehicles;

**WHEREAS**, the Colorado Transportation Commission has authorized a program that allows the Colorado Department of Transportation ("CDOT"), the Colorado State Patrol, and local governments to promote off-highway vehicle use in southwest Colorado; and

**WHEREAS**, this CDOT program is known as the "OHV Highway Program," and

**WHEREAS**, CDOT and the Town of Lake City Board of Trustees agree that the portion of Colorado State Highway 149 (SH 149) that connects the OHV route commonly known as the "Alpine Loop" is an appropriate roadway for the OHV Highway Program.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Trustees of the Town of Lake City, Colorado as follows:

The Town of Lake City and Hinsdale County shall submit the required CDOT Utility/Special Use Permit Application to participate in the OHV Highway Program, which will run for a period of ten years, from 2026 to 2035 inclusive, beginning on June 1 through September 30 of each year, and include the route on SH 149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP 73) in Lake City.

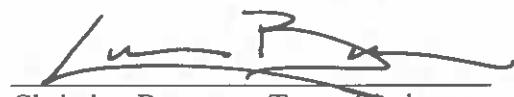
**PASSED AND ADOPTED AT A REGULAR MEETING OF THE BOARD OF TRUSTEES  
OF THE TOWN OF LAKE CITY ON THIS 3<sup>rd</sup> DAY OF DECEMBER, 2025**

TOWN OF LAKE CITY, COLORADO

By:   
Dave Roberts, Mayor

I, Christina Bowman, certify and attest that Resolution 2025-12 was introduced and adopted by the Board of Trustees for the Town of Lake City at the regular meeting on the 3rd day of December, 2025.

ATTEST:

  
Christina Bowman, Town Clerk

**BOARD OF COUNTY COMMISSIONERS OF  
HINSDALE COUNTY, COLORADO**

**RESOLUTION NO. 34  
SERIES 2025**

**A RESOLUTION DECLARING PARTICIPATION IN COLORADO DEPARTMENT OF  
TRANSPORTATION'S OFF-HIGHWAY VEHICLE (OHV) HIGHWAY PROGRAM**

**WHEREAS**, pursuant to C.R.S. § 33-14.5-110, the Board of County Commissioners of Hinsdale County, Colorado ("Board) has the authority to regulate the operation of off-highway vehicles ("OHVs") on public lands, waters and property under its jurisdiction and on streets and highways within its boundaries; and

**WHEREAS**, C.R.S. § 33-14.5-108(1 )(a) stipulates that the State of Colorado may designate a State road or highway open to off-highway vehicles;

**WHEREAS**, the Colorado Transportation Commission has authorized a program that allows the Colorado Department of Transportation ("CDOT"), the Colorado State Patrol, and local governments to promote off-highway vehicle use in southwest Colorado; and

**WHEREAS**, this CDOT program is known as the "OHV Highway Program," and

**WHEREAS**, CDOT and the Hinsdale County Board of County Commissioners agree that the portion of Colorado State Highway 149 (SH 149) that connects the OHV route commonly known as the "Alpine Loop" is an appropriate roadway for the OHV Highway Program.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of Hinsdale County, Colorado as follows:

Hinsdale County and the Town of Lake City shall submit the required CDOT Utility/Special Use Permit Application to participate in the OHV Pilot Program, which will run for a period of ten years, from 2026 to 2035 inclusive, beginning on June 1 through September 30 of each year, and include the route on SH 149 from the CR30 intersection (MP 71.44) south of Lake City to the Ocean Wave Drive intersection (MP 73) in Lake City.

**INTRODUCED** by Commissioner Robert Hurd, seconded by  
Commissioner Kristie Borchers, and passed this 19th day of November 2025.

BOARD OF COUNTY COMMISSIONERS  
OF HINSDALE COUNTY, COLORADO

By:

Greg Levine, Vice Chair

ATTEST:

Allison Waddington

~~Joan Roberts, Clerk~~  
Allison Waddington



# **Hinsdale County/Town of Lake City**

## **2025 OHV Highway Program**

### **Season End Report**

For seven years, Hinsdale County and the Town of Lake City have partnered with CDOT on a program to allow Off Highway Vehicles to operate on a portion of SH 149 that runs through Lake City and Hinsdale County. This partnership allows riders of OHVs to complete the entirety of the four-wheel drive Alpine Loop Scenic Byway, which was identified in 2016 as part of the Colorado the Beautiful trail initiative.

The 64-mile Alpine Loop connects Lake City to Silverton and Ouray and is heavily used each summer by motorized and non-motorized traffic, including OHVs. However, OHVs cannot complete the entirety of the Alpine Loop as that requires travel on a 2.25 section of Hwy 149. After considerable study by Hinsdale County, Town of Lake City and CDOT, it was determined there were no options that would allow OHV riders to travel the entire Alpine Loop without using the highway.

Hinsdale County, the Town of Lake City and CDOT have worked together since 2019 on this unique program to allow all motorized recreationalists to be able to “complete” the Alpine Loop.

CDOT has granted three Special Use Permits to the County and Town for multi-years of the OHV program. The permit allows OHVs to travel on a pre-determined section of Hwy 149 during each summer. For the past two permits, the County and Town requested the OHV program to start on the Friday before Memorial Day and end on September 30. For the 2024 - 2025 Special Use Permit, the request was for the start date to be moved back to the Friday before Father’s Day.

In November of 2025, Hinsdale County placed a question on the general election ballot asking if the commissioners should continue to work with CDOT to continue the OHV Highway Program for ten more years. The majority of voters voted yes. Consequently Hinsdale County and the Town of Lake City will proceed with requesting a new Special Use Permit from CDOT that will last until 2035.

As required by CDOT’s Special Use Permit, a report is submitted at the end of each season with any concerns or issues that occurred. This report follows a meeting of partners participating in the program.

Partners participating in the 2025 after-season meeting and providing comments included Sandy Hines with Hinsdale County, Town of Lake City Mayor Dave Roberts, Town Manager Lex Mullhol, Hinsdale County Sheriff Denim Starnes, Captain James Saunders with Colorado State Patrol, and CDOT Traffic and Safety Program Manager Zane Znamenacek. Comments were also provided by CDOT Regional Operator RE Hall.

Information from the 2025 season-end meeting is as follows:

Sheriff Denim Starnes said overall the season went very well. He said “most people are here just enjoying their time and they’re trying to abide by the rules.” Starnes said most OHV operators are getting information from various locations in town. He added that many OHV drivers stop and talk to him to get clarification on the rules of operating OHVs in Lake City or Hinsdale County, adding that the educational

part of the OHV Highway Program is important. "I'm just thankful people are asking and not just showing up and doing whatever they want." Starnes added that a lot of his contacts with OHV riders is handing out information flyers and letting people know the rules.

Sheriff's Office Manager and Records clerk Bobbi McDonald provided information on OHV stops over the summer. There were four summonses for Operating an OHV off Public Road, and one summons for allowing a person under 16 to operate an OHV. There were numerous verbal warnings given before the program started and after it ended for operating OHVs on Highway 149 outside the allowed time frame. Other warnings were given as well. McDonald said she believed the increase in fines for OHV operators that were adopted in early 2025 had an impact. Starnes said next summer will be a good way to tell if the new fines have an impact.

One accident involving an OHV and an unoccupied parked car on Hwy 149 occurred after the end of the OHV program for the season. The OHV hit a parked truck. The driver refused aid from the ambulance service but was later treated at the hospital. The OHV driver was cited for numerous violations.

Zane Znamenacek asked Sheriff Starnes if staffing had been a challenge for his department this summer. Denim agreed that it has been a huge challenge with limited staff but added that next summer he should have two part-time and one full time deputy in place in addition to himself. Captain Saunders thanked Sheriff Starnes for all the work done throughout the summer.

Captain Saunders with Colorado State Patrol reported that CSP issued no citations to OHV drivers along the stretch of Hwy 149 during the summer of 2025, the same as in 2024. Saunders said he polled troopers in the Gunnison and Hinsdale areas and checked CDOT's computer aided dispatch system looking for any traffic complaints regarding OHV users, crashes and tickets. "And once again, like last year's we've had zero," he said. "No issues from our side."

Town of Lake City Mayor Dave Roberts said he thought things flowed pretty smoothly over the summer in regard to OHVs. "I get certain standard complaints, but it's the same people every year and they are against OHVs," he said. "But the low rate of incidents makes me happy." Roberts added that any close calls he had over the summer were with other type of vehicles than OHVs. "I don't think OHVs stood out more than any other vehicles." Roberts agreed with Sheriff Starnes that there is a lot of good educational information available for OHV riders, including the Alpine Loop and [lakecity.com](http://lakecity.com) website. Manager Lex Mullhol said he believed the summer went well in regard to OHVs. "We didn't receive any complaints," he said, adding that it is the minority who are the most vocal with complaints. "I actually feel like it went actually smoother than it has in the past couple years."

Zane with CDOT said CDOT receives any comments in regard to OHVs other than his comments about staffing at the Sheriff Office. "Other than that, it was completely quiet. From our standpoint it seemed like it went well."

Hinsdale County Administrator Sandy Hines reported that there was very little feedback from the public in 2025. "We had a few letters in the paper but those were mostly related to the OHV question on the ballot in November."

In reference to the ballot question, Hines reported that the majority voted to have the county commissioners proceed with working with the Town of Lake City on a special event permit with CDOT

for a ten-year OHV Highway Program, with a starting date of June 1. Sandy and Lex will discuss how to proceed with their boards and work with Zane at CDOT.



Department of Transportation

# Hinsdale County/Lake City OHV Program



# Background

- Hinsdale County has requested off-highway vehicle (OHV) use on CO 149 for at least the past 11 years, and held numerous events through CSP Event Permits prior to 2019
- Following the “16 in 16” designation in 2016, a renewed effort ensued to allow OHV’s on CO 149
- CRS 33-14.5-108(a) (1990) allows the state to declare a segment of highway “open” to OHV use
- Legal review determined that the Transportation Commission (TC) could make this declaration
- Work began in 2016 to develop the “Pilot Program”, which was implemented through TC action during the summers of 2019 through 2025



# Implementation Constraints

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- Goal to legitimize OHV use from a legal standpoint
- Extensive research was performed on other states that allow OHV's on state highways
- It was recognized that the OHV use needed to be limited in scope as much as possible, while still meeting the goal of “connecting the loop”
  - Length (about 3.26 miles)
  - Timeframe (June 1 through Sept 30)
- The area of CO 149 proposed for the route was studied extensively



# General Results of the Past Seven Years

- Lake City residents have voted multiple times to allow OHV's on Town Streets
- Public comments were specifically solicited in Fall of 2020, and collected continually since
  - The comments show that roughly 70-75% of the public support the OHV program
  - 90%+ of local business owners support the program
- A non-binding item on the 2025 ballot asked residents of Hinsdale County whether or not they should request a 10-year extension of the OHV program from the Transportation Commission. The item passed.



# General Results in 2025 Final Report

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- Several warnings and tickets were issued, law enforcement believes at roughly the same proportion as other motor vehicles
- Most citations and warnings were for minor without helmet, no insurance, and operating outside the approved area
- No OHV accidents occurred on Hwy 149 during the last implementation period (summer 2025)



# Next Steps

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- Lake City and Hinsdale County voted to ask for a ten-year extension of the program
- Same general constraints as previous program, with exception of timeframes
- Continual commitment with Region 3 to review sign plan and explore any countermeasures needed
- Enhanced local commitment to increase law enforcement funding during the program
- Volunteer education check-points on Alpine Loop
- Commitment to update the TC annually
- Require a new Special Use Permit from Region 3 staff for each year of implementation

# Transportation Commission Meetings

## January 14-15, 2026

### Transportation Commission Workshop (TC) Notes

#### January 14, 2025 - 12:30 PM - 5:00 PM Workshops

##### **12:30 - 5:00 Attendance:**

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

##### **Federal Boulevard BRT Request for Alternate Delivery- Construction Manager/General Contractor (CMGC) - Jessica Myklebust and Ryan Noles**

[January TC Packet](#) (Pages 5-33)

**Purpose and Action:** To request the TC to approve via resolution an alternative form of delivery - Construction Manager/General Contractor (CMGC) for the Federal Boulevard Bus Rapid Transit (BRT) Project.

A project overview was provided to explain the project details. The location is an 18-mile corridor along Federal Boulevard from Dartmouth Avenue to 120th Avenue. The project will include:

- Bus Rapid Transit Stations with elevated platforms
- Sidewalks, curb ramps, roadway reconstruction
- Signal work/construction, utility relocation, bus lane striping and signing
- Cost of \$318M including utility relocation, bus lane striping and signing

##### **Discussion**

- The Commissioners had no substantial issues with this request for use of CMGC for the Federal Boulevard BRT project.

## Joint Workshop with CTIO 10-Year Plan Workshop - Darius Pakbaz, Jessica Myklebust, Shane Ferguson, and Heather Paddock

**Purpose and Action:** Staff is continuing the process of presenting the 10-Year Plan for consideration and adoption. CDOT Regions 1, 2 and 4 project lists were featured at this workshop, showcasing how these projects focus on safety, road repair, and increased mobility options on Colorado's Front Range. No action was requested as this was a discussion item only.

### Introduction: Director Shoshana Lew

Director Lew wanted to note that while many of the smaller 10-Year Plan projects have been completed, the larger project will continue in the new plan and has been in design for many years. Much of the environmental clearance and design work occurs concurrently in order for projects to advance. She also wanted to note that she has full faith in the project managers for these projects.

### Preface: Darius Pakbaz

Workshop Meeting Attachments included:

- Status Report View of 10-Year Plan-Public view of all the proposed projects from Regions 1, 2 and 4, similar to the current quarterly/annual 10-Year Plan report.
- Project Fact Sheets-The fact sheets describe each proposed project in more detail, providing additional context on the proposed investment and scope. This information goes beyond the details included in the status report view of proposed projects.
- Definitions Attachment-Defining each project type and project element as shown in the project fact sheets.

### Region 1 10-Year Plan- Jessica Myklebust, CDOT Region 1 Regional Transportation Director

For more details on Region 1 10-Year Plan Projects see the [January TC Packet](#) (Pages 42-55)

### Discussion:

- Commissioner Ridder asked, "What was the rationale behind the decision that allows for none of the road construction funds to be used for I-25 10-Year Plan Projects unless Bustang Maintenance and Operations are funded."
  - **Response (Director Lew) :** From the administration's (Governor Polis) perspective, Bustang needs to be funded to fully lend the administration's support to other (non- bustang) projects along the I-25

corridor. As well, Bustang expansion funds were created by Senate Bill 180, which only provided a funding source for several years and now is expiring in the coming years.

- Commissioner Gutierrez asked, “ How much funding is needed to fund Bustang for the coming years.”
  - **Response (Director Lew) :** The funding needed to sustain Bustang at its current level is around 30-40 Million on a yearly basis.
- Commissioner Gutierrez asked, “ How immediate is the need for new funding?”
  - **Response (Jeff Sudmeier) :** CDOT may be able to fill a smaller funding gap in fiscal year 2027 for Bustang, but will face a full funding gap in fiscal year 2028.
- Commissioner Maracano asked CDOT for the ability to have a discussion or study session on a long term and vision for Bustang.
- Commissioner Jones asked, “ what percentage of ridership could we capture if CDOT deployed a Bus Rapid Transit Model (a significant increase in service) on popular Bustang routes (South, North, and West). The example she gave was the Flatirons Flyer.
  - Paul DesRocher followed up that Senate Bill 180 expanded the South and North lines twofold and tripled the west line trips. He also stated that CDOT could look at the difference in cost of different levels of service.
  - Director Lew added that they could look at the the uptick in LOS after the Flatiron Flyer routes on US36 got cut.
  - Commissioner Jones wanted to add a request to look at the relationship between the completion of the mobility hubs and ridership numbers.
- Gina Sacripanti, CTIO Board Member, stated that without looking at the financials she would like to lend her support to the initiatives that fund and expand both Bustang and managed lanes (Express Lanes.)
- Nellie Moran (Vice-Chair CTIO Board) wanted to echo director Sacripanti's thoughts and wanted to continue supporting efforts that are within Colorado's broader vision, which moves people around the state more sustainably.
- Commissioner Hart was supportive of CTIO using its funds to fund both Bustang and transit as a whole.
- Commission Chair, Cook, stated that she supports transit and sees the managed lanes and not only a justification for lane expansion but as a critical element to Colorado's multimodal transportation system.
- Commissioner Gutierrez, CTIO Board Chair, stated that he is a big supporter of Bustang, but wanted to note that his support of Bustang hinges on the I-25 segments being funded and completed.
- Commissioner Hart wanted to note that he felt as Bustang and other regional bus services expand, there will be more demand in Passenger Rail.

## **Region 4 10-Year Plan- Heather Paddock, CDOT Region 4 Regional Transportation Director**

For more details on the Region 4 10-Year Plan projects see the [January TC Packet](#) (Pages 56-65)

### **Discussion:**

- Commissioner Gutierrez wanted to note that I-25 segment construction cost has gone up substantially over the years from \$73 million to \$349 million today.
- Commissioner Jones asked if Heather Paddock, Region 4 Regional Transportation Director, could explain the crash reduction of 45% on I-25 Segments 6,7, and 8.
  - **Response (Heather Paddock):** Before the renovation of these segments, the vertical and horizontal geometry was out of standard. (Drivers were going 75 mph on a highway that was designed for 55 mph). Work was done on both the inside and outside shoulder widths to improve safety.
- Commissioner Bowman asked if Heather could delve a little deeper into the 8% in GHG emissions in the existing segments with express lanes.
  - **Response (Piper Darlington):** SB 184 required CTIO to take measurements on GHG emissions in all of express lanes that CTIO manages, so the 8% figure is across Colorado's express lanes in peak morning and evening hours.
- Heather Paddock wanted to add that the I-25 North projects have added elements of safety outside of the highway bounds. Examples included reconstructing exits, sidewalks, bike lanes, and trails.

## **Region 2 10- Year Plan - Shane Furgeson, CDOT Region 2 Regional Transportation Director**

For more details on the Region 2 10-Year Plan projects, see the [January TC Packet](#) (Pages 66-77)

### **Discussion:**

- Commissioner questions regarding Region 2 10-Year Plan projects were sufficiently addressed.
- Commissioners overall expressed gratitude for all the good work done by Regional Transportation Directors and their staff on the 10-Year Plan.

## **Project Categories and Description - Darius Pakbaz, CDOT Division of Transportation Development (DTD) Director**

For more details on the 10-Year Plan Project Categories and more details on the 10-Year Plan's development and implementation, please see [January TC Packet](#) (Pages 78-115).

**Discussion:**

- TC members expressed appreciation to Darius and CDOT staff for their work on development of the 10-Year Plan.

## Budget Workshop

### **Refunding Certificates of Participation for HQ Building, 2026 Update - Jeff Sudmeier**

**Purpose and Action:** Inform Colorado Department of Transportation ("CDOT", or the "Department") Transportation Commission ("TC") on the prospective Refunding Certificates of Participation (COPs), Series 2026 ("Series 2026 COPs") issuance ahead of an approval request at the February TC meeting. No approval action is being requested this month.

For more information regarding the Refunding of COPs and the potential cost savings to CDOT please see the [January TC Packet](#) (Pages 137-148)

**Discussion:**

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

### **FY 2026-27 Annual Budget Update- Jeff Sudmeier and Bethany Nicholas**

**Purpose and Action:** To provide an update on items related to the FY 2026-27 Annual Budget. No action is required at this time.

For details on the FY 2026-2027 Annual Budget Update please see the [January TC Packet](#) (Pages 113-135)

**Discussion**

- Commissioner Gutierrez felt that the public facing budget caused some confusion among citizens on how citizen money from certain funding sources is able to be spent.
- Commissioner Cook noted that she would like to see how much of the state transportation revenues go into the state highway fund.

- Jeff Sudmeier, CDOT Chief Financial Officer, noted that he and the Division of Accounting and Finance (DAF) would get back to these questions at a later meeting.

## CDOT GHG Transportation Report - Darius Pakbaz, Chris Laplante, and Erik Sabina

**Purpose and Action:** CDOT's FY 2027-2036 10-Year Plan must demonstrate compliance with the GHG reduction levels in 2 CCR 601-22, the GHG Transportation Planning Standard ("the Standard"). This workshop provided an overview of the compliance strategies outlined for CDOT to meet the required GHG emissions reduction levels. The acceptance by resolution of CDOT's GHG Transportation Report by the TC will be requested at the February 2026 Transportation Commission meeting.

For details on the overview of the CDOT Greenhouse Gas (GHG) Report please see the [January TC Packet](#) (Pages 149-166). The draft CDOT GHG Report is available on page 167 of the meeting packet.

### Discussion

- Commissioner Jones asked if the 2040 compliance modeling included the completion and implementation of revenue service for Mountain Rail and Front Range Passenger Rail.
  - **Response (Darius Pakbaz):** The modeling only applies to non-MPO areas so only Mountain Rail is included in the modeling.
- Commissioner Jones followed up with how changes with federal environmental policy would affect the model.
  - **Response (Darius Pakbaz & Erik Sabina):** Darius noted that the model is done with the most up to date information that is available. Erik notes that soon they will have data included from a new statewide travel survey that will highlight new transportation trends that didn't necessarily exist when the previous survey was done.
- Commissioner Jones also wanted to know what projected land use changes in non-MPO areas were expected.
  - **Response (Chris Laplante)** He was hopeful that non-MPO areas would opt-in to create transit oriented development (TOD) opportunities that align with MPO areas requirements.
- Commissioner Cook wanted to piggyback on that question and asked if CDOT could track land use developments in non-MPO areas.

- **Response (Chris Laplante):** Chirs stated that CDOT reached out to the 45 biggest municipalities outside of MPO areas. This task and communication has proved difficult and is hopeful that future legislation will include some sort of land use reporting requirement. These changes will advance the ability to understand land use changes
- Commissioner Marcano asked if any outreach has been done to the commercial development community to create incentives for sustainable growth
  - **Response (Darius Pakbaz):** Darius said they hadn't reached out but that something that CDOT could do.

## **Adjournment**

The TC Board Meeting was adjourned at approximately 4:47pm.

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

# Transportation Commission (TC) Board Meeting

**Thursday, January 15, 2025 - 8:30 AM**

## Call to Order, Roll Call

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

## Executive Director's Report - Shoshana Lew

- CDOT is completing the public hearing process on the I-270 project with three in-person and two virtual webinars. Director Lew attended the final in-person hearing this week and commended the team for a great job.
- Speed enforcement fines are beginning this week for the construction zone on CO 119. Violators will now be fined for traveling 10 miles or more over the speed limit.
- On December 17th and 19th there were severe wind events. A large part of the Front Range lost power, including traffic lights and technology in those areas. Director Lew commended Bob Fifer for doing a remarkable job of coordinating responses.
- The Greenland Wildlife Overpass opened this past month and has received positive national attention.
- Maintenance forces are working on winter maintenance. The snow season has been calmer than usual, but February and March are often more intense.
- The Legislative session beginning yesterday (January 14th) will kick off important conversations.

## Legislative Report - Emily Haddaway

- The Legislative session kicked off yesterday (January 14th).
- CDOT is now in the phase of drafting a few bills. One bill is the statutory clean up bill that was presented to the Transportation Legislation Review Committee (TLRC) over the summer that CDOT is working with Amy Paschal from Colorado Springs on. CDOT is also working with Representative Lesley Smith on our abandoned vehicles in the right-of-way adjustment. These bills should be introduced in the coming months.
- CDOT is reporting to the Joint Committee of Transportation on Tuesday as part of the Smart Act hearing. All state agencies are required to present yearly on their Wildly Important Goals (WIG).
- Senator Lisa Cutter is the new chair of Senate Transportation. Senator Matt Ball is vice chair and new to the committee. Senator William Lindstedt is new to the committee on House Transportation, along with a few more new members.
- Colorado State Patrol is working on a cleanup to child passenger safety laws.

## Public Comments

Attendance Format	<b>Public Commenters YouTube Video <a href="http://youtube.com/live/6V8DyO4dg94">http://youtube.com/live/6V8DyO4dg94</a></b> <b>Timestamp 7:08 to 35:48</b>
In-Person	<p>Lisa Hough, President and CEO of the Adams County Regional Economic Partnership (ACREP), represents over 80 employers in the area. The area is growing and the average age is younger compared to other areas of the state. The region has limited bus service and was last to receive rail service. Existing conditions are unacceptable, frequent congestion and standstill conditions create safety hazards. Key economic generators along the six mile stretch provide access to bioscience companies, Boulder students, Anschutz Medical Campus, Children's Hospital, and the Fitzsimmons Innovation Community (the second largest economic driver in Colorado). These corridors I-25 and I-270 are the backbone of Colorado freight economy. Distribution centers depend on these routes. When these corridors fail the entire economy for the region fails. ACREP appreciates I-270 and I-25 projects. These projects are not new, but planned for a long time. Safety is a key concern for these project areas. Freight on I-25 and I-270 combined is the heaviest for freight in the region. Requested the TC to prioritize I-25 full safety and operational improvements for the area earlier in the 10-Year Plan. To complete improvements on I-270 to enhance safety and reliability for commuters and freight alike.</p>
Virtual	<p>Matt Muir, Coalition 4 Cyclists 501c3 - Non-profit organization based in Boulder County. Although the federal grant application was declined, they thank CDOT for the US 36 North Foothills Safety projects and contribution to local match for grant application. Requesting this project be moved from the 10-Year Plan 2031 and beyond column to the 2027 column. The reason why is safety. Project design will help keep users safe from serious injured or killed, on the most dangerous road for cyclists. CDOT \$1M kept on the table allows Boulder County to leverage tens of millions of dollars for the full \$95 million project. A larger commitment from CDOT for such a significant project would be great. We would like to get started on this project. C4C applauds the CO 119B/Boulder to Longmont project, C4C's position is that this project design should be adapted based on context and scaled across Colorado. It is a role model project providing mobility, comfort and safety for all and aligns with CDOT's principles and its budget.</p>
In-Person	<p>Drew Morris, City of Thornton Councilmember and North I-25 Coalition and NATA. I-25 serves as a backbone of commerce and connectivity. We are experiencing safety concerns along I-25 Segments 2, 3B and 4, and congestion on I-270. Supports the I-25 and I-270 projects in the area. I-25 Segment 2 was planned for over 15 years, even with toll lanes has safety and operational concerns impacts with communities out daily with 2.7 crashes per day, and a fatality monthly is unacceptable. Communities are impacted by the need for emergency response teams for Thornton as it often multiple police, fire, and ambulances with personnel and equipment responding twice a day, and the results are increased air pollution and noise by rerouted traffic using local roadways. These increases impact the pavement life of roadways and increase maintenance costs. Requesting CDOT to focus on full</p>

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	construction of Segment 2 early in the 10-Year Plan and leverage CTIO funding sources. North I-25 will see key industries building along the corridor, but logistics will not work with safety and operations not working. Completion of Toll lanes would also encourage transit.
Virtual	Emily Baer, Town of Erie Councilmember - I-25 North Area Transportation Alliance (NATA) and North I-25 Coalition represented. North I-25 and I-270 and multimodal improvements are much needed, and appreciated CDOT putting projects in the 10-Year Plan. Residents are requesting responses to their experience of severe safety and operational issues along I-25 Segments 2,3B and 4. Segment 2 has been in various planning phases over 15 years. These segments provide the best return on investment (ROI) providing direct benefits to the CDOT and RTD transit systems and for mobility hubs. Bustang North has the most ridership per revenue mile. I-25 completed Segments 6, 7 and 8 have shown a 45% reduction in crashes. Urges CDOT to construct the operational and safety improvements in the near time using CTIO funding sources. Managed lanes are a proven strategy with ROI that support multimodal transportation. Please construct the I-25 Segments 2,3B and 4 and include them in the earlier portions of the 10-Year Plan.
Virtual	Kristin Stephens, Larimer County Commissioner and Chair of the North Front Range MPO - Strong support for the 10- Year Plan, that shows a shared vision for transportation. There is a need for a safe resilient system. CDOT's long-range approach gives us the certainty and partnership we need to align local, regional, and state priorities. Thanked Region 4 staff for their continued commitment to community outreach. The engagement plans behind this plan have been exceptional. A wide variety of voices were invited to engage. That inclusive approach ensures the projects included in the plan truly reflect the needs, priorities and values of northern Colorado. We appreciate the strong emphasis on multimodal investment. When we invest in high quality improvements related to multimodal investment people respond. Bustang Northern Route is the most successful route in the state. This is a result of strategic planning, reliable service, and willingness to meet people where they are. Partnerships have been key for multimodal improvements, having transit, bicycle, pedestrian and freight systems to work together, rather than competing for space. This approach improves mobility, expands access to jobs and services, and strengthens our regional economy. We commend CDOT prioritizing safety. Every project should, regardless of mode, contribute to reduction of serious injuries and fatalities on our roadways. NFRMPO supports improvements that accommodate vulnerable users - pedestrians, cyclists and using transit. A safe transportation system is the foundation for a strong and livable region.
Virtual	Becky English, Colorado Sierra Club Transportation Chair, Attending TC to share Sierra Club values. Last November a letter was sent from the Sierra Club to the TC. We do ask for prioritization of projects that improve more than just driving. Repair existing facilities. Many projects do not align with PD 14. The

Attendance Format	Public Commenters YouTube Video <a href="http://youtube.com/live/6V8DyO4dg94">http://youtube.com/live/6V8DyO4dg94</a> Timestamp 7:08 to 35:48
	current plan to spend three times on roadway capacity than all multimodal projects combined. Need a more robust list of multimodal projects included in the 10-Year Plan. Solar and AI technology can help. These should be part of the 10YP now. The I-70 Mountain Advanced Guideway System project is way over due. Roadway expansion projects are far more expensive than multimodal projects. Please facilitate the paradigm shift in Colorado from too many vehicles on the roadway to human powered travel modes.
Virtual	Julie Mullica, Adams County Commissioner - I-270 and I-25 have a history of negative impacts that have been experienced for far too long. At the DEIS meetings of last week, the public showed up. I-270 is freight significant, and I-25 is the spine of the Northern Colorado economy. Do not need outsiders coming in asking to reevaluate things already considered. These projects will define this region for the future.
Virtual	Lynn Baca, Adams County Commissioner - Provided comments to the I-270 DEIS. The meetings were well attended. I-270 does carry twice the amount of freight compared to any other corridor in Colorado. We have railroads and a world class airport in Adams County. Elevated concerns of folks about I-270. As we look forward to taking I-270 offline, Commissioner Baca wants CDOT to work with communities impacted by this project. Supports the preferred alternative of the I-270 DEIS. Supports the 10-Year Plan and that I-25 North and I-270 have been priorities. The TC was thanked for their public service.
Virtual	Jamie Valdez, Green Latinos Advocate - A Pueblo native and resident. Urging CDOT to forego expansion projects on I-25, and use the money to maintain facilities instead. The air pollution caused by traffic congestion is a concern along with noise pollution when roadways are expanded. Physical stress occurs as well with these impacts. Concerned with the effects of widening I-270. Need recommendations for mitigation of hazards. Proposed CDOT prepare a Supplemental EIS and consider a no-widening alternative for I-270.

A total of 36 written comments were also received. For more details on public commenters who signed up and written comments submitted to the TC, please reach out to the TC Secretary, Herman Stockinger at [heman.stockinger@state.co.us](mailto:heman.stockinger@state.co.us).

## Comments of the Chair and Commissioners

- Commissioner Hart echoed Chair Cook's message about public comments being extremely valuable. They help the commissioners do their job to work with CDOT. Wanted to thank staff and fellow commissioners for yesterday's workshops as he felt the in-depth conversations were very interesting, particularly discussions on the 10-Year Plan and the status of the greenhouse gas reduction efforts.
- Commissioner Parsons expressed appreciation for Regional Transportation Directors Jessica Myklebust, Heather Paddock, and Shane Ferguson for their work on the 10-Year

Plan projects. Also recognized Darius Pakbaz and his team for great work on the Greenhouse Gas Coordination Committee that met in December.

- Commissioner McLachlan expressed appreciation for the behind the scenes work that is done with transparent motives and clear explanations. The Commissioner wrote her first columns for some of her regional newspapers on work that is being done and the public has had a positive response.
- Commissioner Bowman thanked CDOT staff for great workshops yesterday and was impressed with the number of 10-Year Plan projects that indicated increased focus on safety and also addressed the backlog of poor assets. Also pointed out that CDOT's annual pavement investments were increased by 65% and that the 5 enterprises are anticipated to be investing approximately \$5.2 billion in Colorado's transportation system over the next 10 years. Very impressed with Region 4's projects on road repairs, surfacing, and multimodal improvements. Previously completed I-25 segments have shown a 45% reduction in crashes and their existing peak hour has an 8% reduction in greenhouse gasses. Region 2 is working on wildlife safety improvements. Expressed appreciation for Region 1's work on the Federal Avenue Bus Rapid Transit (BRT) project that will bring 74 stations with elevated platforms, sidewalks, curb ramps.
- Commissioner Ridder counted many license plates from out of state while driving on I-70, reminding him of the fact that how we proceed with interstate highways impacts other parts of the country in terms of food supply, tourism, and other elements. The south side of Floyd Hill is looking very good and he thanked the CDOT team working on this project.
- Commissioner Gutierrez has received a significant number of phone calls and public comments, leading to many conversations with citizens about the 10-Year Plan, mainly I-25 and I-270. All conversations have been respectful and have ended with common ground being found. Expressed appreciation of citizens' engagement and passion.
- Commissioner Jones echoed the appreciation for the public comments on the 10-Year Plan, and also appreciated the conversation during the Workshop on CDOT and Colorado Transportation Investment Office's (CTIO's) collective roles in investing in transit, multimodal, and sustainable transportation options. She used Washington D.C.'s effective public transit system earlier this week and was reminded that Colorado deserves a world class transit system and the importance for ease, convenience, safety, commerce, and tourism. Additionally, she recognized the climate's impact on increasing wildfire risk, such as the wind events in December. The transportation system is the biggest source of climate emissions in the state and nationally, so it is important that we reduce our emissions and impacts. Because of this, she appreciated the conversation with Darius yesterday about greenhouse gas emissions work. Additionally, her commissioner email is now available.
- Commissioner Marcano thanked all members of the public who commented. He met with a representative from Douglas county that shared their priorities with larger population centers and newer communities, meaning there are a lot of opportunities to improve transit. He is looking forward to speaking with folks on the municipal level in his district. The National Highway Construction Cost Index has shown that over the past 8 years, the cost of infrastructure for highways has grown by 72% compared to the Consumer Price Index at 31%. Budgetary constraints in the state are creating challenges to maintain the existing infrastructure we have. We need to continue highlighting this financial reality.

- Commissioner Barrett thanked all members of the public who have been engaged and enjoyed hearing different perspectives. As a new member, she is getting a lot of support from CDOT staff, particularly Jessica Myklebust, and appreciates that.

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

- CDOT oversees and manages one deployment of automated speed enforcement in Colorado, on the CO 119 corridor. The violation period began on Monday. The next automated speed enforcement will be implemented in March or April at segment 5 on I-25 which is a current construction zone that has many crashes. Keith reiterated that automated speed enforcement is not a revenue generation initiative, its purpose is to reduce crashes and fatalities.
- While fatalities in Colorado have been decreasing annually since 2022, November and December of 2025 were a record high two months for fatalities across the state. CDOT will continue pursuing automated speed enforcement and looking into additional measures to address this.
- CDOT is focusing on planned Capital Construction projects for 2026 and distributing projects coming out for advertisement to industry later this week. The monthly cash balance update memorandum explaining expenditures across the state is in the TC packet. 2025 had record expenditures, but that doesn't mean record production due to cost increases. The total for the year was \$960 million.

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

- An annual review of Globerville-Elyria Swansea Tolling Equity Program statistics on the program is included in the TC packet. There was a 22% increase in the use of transit passes last year. There is more of a barrier to entry for toll credits since people must be signed up, so CDOT has invested in outreach. A change made to the program is that an area median income will be used instead of the federal poverty level metric for toll credits, with the goal to increase the pool of eligible people. A dashboard has also been created that shows registration for toll credits. Another change is that CDOT entered into a partnership with the Connector, a rideshare service, to fill gaps in evenings and weekends.

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

- There was a STAC meeting on January 8th. They passed the sending of a letter to the Joint Budget Committee (JBC) in support of Multimodal Transportation and Mitigation Options Fund (MMOF) to continue the general fund transfers so that communities and the state can continue with important projects.
- STAC is working to make sure projects use their MMOF funds by the deadlines.
- There was a truck chain up station overview and a 10-Year Plan presentation on Regions 3 and 5 during the STAC meeting.
- Chair Beedy feels that the long-range plan has a longer list of projects that could have been brought into the 10-Year Plan if funding allowed.
- He pointed out the fuel inefficiency in the stopping and starting of trucks in traffic congestion. Reducing this congestion can tie into pollution reduction.

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

- Proposed Resolution #1: Approve the Regular Meeting Minutes of December 17, 2025
- Proposed Resolution #2: IGA Approval >\$750,000
- Proposed Resolution #3: Disposal of Parcel E4 REV EX, Crawford, CO
- Proposed Resolution #4: Disposal of Vacant Parcel, Sedgwick
- Proposed Resolution #5: Disposal of County Road 220 at US 550 to La Plata County (South of Durango)
- Proposed Resolution #6: Correction to TC Resolution #20250403, Property Exchange, Declaration of Excess Parcels, City of Rifle
- Proposed Resolution #7: Federal Boulevard BRT Request for Alternate Delivery-Construction Manager/General Contractor (CMGC)

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

## **Discuss and Act on Proposed Resolution #8: Transportation Asset Management Planning Budgets for FY 2030 and 2031 - Darius Pakbaz and Toby Manthey**

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

## **Adjournment**

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

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



## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Lauren Cabot

**Date:** February 3, 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:** February 19, 2026

**Subject:** Parcel 10Rev-EX, South of the EB On-Ramp from Broadway to US 285 (W Hampden Ave), City of Englewood, Arapahoe County

### 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 10Rev-EX 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 10Rev-EX of CDOT Project No U 016-1(42) as excess property and allow for its disposal.

### Background

CDOT acquired Parcel 10Rev-EX in 1970 as part of CDOT Project # NH 1191-016 for the construction of US 285 (formerly SH 285). Parcel 10Rev-EX is a portion of Parcel 10 and is located south of the EB on-ramp from Broadway to US 285 between S. Lincoln St. and S. Sherman St. in Englewood.

Parcel 10Rev-EX contains 9,250 Sq Ft (0.212 acres +/-) and is located outside of the right of way necessary for US 285. CDOT Region 1 has determined that the disposal will not affect the operation, use, maintenance or safety of the highway facility.

### Details

CDOT Region 1 has determined that Parcel 10Rev-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 market the property publicly to dispose of Parcel 10Rev-EX at fair market value. CDOT will be relieved of maintenance responsibilities and liability associated with Parcel 10Rev-EX. CDOT will also obtain revenue from the disposal of Parcel 10Rev-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, C.R.S. 43-1-210, 23 CFR 710.403, and 23 CFR 710.409, CDOT will dispose of Parcel 10Rev-EX containing 9,250 Sq Ft (0.212 acres +/-) of land that is no longer needed for transportation purposes at fair market value.

## **Attachments**

Legal Description with Exhibit

**EXHIBIT A**  
**PROJECT NO. U 016-1(42)**  
**PARCEL NO. 10 REV-EX**  
**PROJECT CODE: N/A**  
**DATE: NOVEMBER 19, 2025**

**DESCRIPTION**

A parcel of land No. 10 Rev-EX of the Department of Transportation, State of Colorado, for disposal, being a portion of Parcel 10 of CDOT Project No. U 016-1(42) and described in Reception No. R1182324 of the Arapahoe County Clerk and Recorder, containing 9,250 square feet, more or less, also being in Lots 3 thru 7, Block 2, Higgins Broadway Addition, recorded at the Arapahoe County Clerk and Recorder at Reception No. R0044923, a subdivision lying in the NE  $\frac{1}{4}$  of Section 3, Township 5 South, Range 68 West, of the Sixth Principal Meridian, in Arapahoe County, State of Colorado, being more particularly described as follows:

Beginning at the SE corner of Lot 7, Block 2, Higgins Broadway Addition;

Thence S.  $89^{\circ}44'30''$  W., along the south line of said Lot 7, a distance of 125.00 feet to the SW corner of said Lot 7;

Thence N.  $00^{\circ}26'45''$  E., along the west line of said Block 2, a distance of 56.74 feet;

Thence N.  $73^{\circ}37'24''$  E., along existing back of sidewalk (November 2025), a distance of 30.44' to a point of curvature;

Thence continuing along existing back of sidewalk, along the arc of a curve to the right, having a radius of 650.00 feet, a distance of 100.25 feet, (the chord of said arc bears N.  $74^{\circ}32'29''$  E., a distance of 100.17 feet);

Thence S.  $00^{\circ}26'45''$  W., a distance of 90.77 feet to the POINT OF BEGINNING.

The above described parcel contains 9,250 square feet / 0.212 acres, more or less.

**Basis of Bearings:** All bearings used in the calculations of coordinates are based on CDOT Project # U 016-1(42) and the west line of Block 2 of Higgins Broadway Addition (Reception No. R0044923), being a grid bearing of North  $00^{\circ}26'45''$  East.

For and on behalf of the  
Colorado Department of Transportation  
Shannon D. Hart, PLS #38210  
18500 East Colfax Ave.  
Aurora, CO 80011



## Transportation Commission Memorandum

**To:** The Transportation Commission

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

**Date:** February 19, 2026

**Subject:** Disposal Parcel, NE Corner of US 160 and SH 184 (N. Main Street), Town of Mancos, Montezuma County

### Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents including legal descriptions and maps to declare a parcel located on the NE corner of US 160 and SH 184 (N. Main Street) in the Town of Mancos and County of Montezuma as excess property.

### Action

In accordance with Colorado Revised Statute (C.R.S) 43-1-106(8)(n) and 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 5 is requesting the Transportation Commission adopt a resolution to declare the 5,692 sq. ft. (0.131 acres +/-) parcel located on NE corner of US 160 and SH 184 (N. Main Street) in the Town of Mancos as excess property and allow for its disposal.

### Background

Parcel 5-EX is a portion of Parcel 5 which was acquired in 2003 under project # FAP NH 1601-050 for the construction of the US 160 and SH 184 interchange. Parcel 5-EX contains a 1,200 sq. ft. (+/-) building that was acquired with the purchase of Parcel 5. Parcel 5-EX and the building were used by region maintenance staff until 2020 as a car wash and has remained vacant since.

### Details

CDOT Region 5 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcel 5-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

Pursuant to Colorado Revised Statute (C.R.S.) 43-1-210(5)(a)(IV)(A) when a parcel is no longer needed for transportation purposes and has value to more than one owner, political subdivisions of the state shall have right of first refusal to acquire said property. CDOT Region 5 has determined that Parcel 5-EX is no longer needed for transportation purposes and the Town of Mancos desires to exercise their right of first refusal to acquire Parcel 5-EX.

CDOT Region 5 would like to convey Parcel 5-EX to the Town of Mancos at nominal value for continued use as a maintenance facility. 23 C.F.R 710.403(e)(1) allows CDOT to convey property for nominal value if the property is to be used for social, environmental, economic, or nonproprietary governmental use. A maintenance facility is considered nonproprietary governmental use and pursuant to 23 C.F.R 710.409(d), if Parcel 5-EX ever ceases to be used as a maintenance facility, Parcel 5-EX shall revert to CDOT.

### **Next Steps**

Upon approval of the Transportation Commission and pursuant C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and 23 C.F.R. 710.409, CDOT will dispose of Parcel 5-EX containing 5,692 sq. ft. (0.131 acres +/-) that is no longer needed for transportation purposes to the Town of Mancos for nominal value.

### **Attachments**

Legal Description with Exhibit

**EXHIBIT "A"**

**PROJECT NUMBER: NH 1601-050**  
**PARCEL NUMBER: 5-EX**  
**PROJECT CODE: 12803**  
**DATE: September 30, 2025**

**LEGAL DESCRIPTION**

A tract or parcel of land No. 5-EX of the Department of Transportation, State of Colorado Project No. NH 1601-050 containing 5692 sq. ft. (0.131 acres), more or less, situated in Lots 1 and 2, according to the Second Amended Plat of Ervien Addition recorded January 30, 1959 in Book 8 Page 23, and lying in the Southeast Quarter of Section 28, Township 36 North, Range 13 West, of the New Mexico Principal Meridian, in Montezuma County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the calculated position of CDOT Project NH1601-050 Point No. 8016 at the intersection of the east right of way line for State Highway 184 and the north right of way line for US Highway 160, whence CDOT Project NH1601-050 Point No. 8019 bears along said north right of way line S89°12'50"E a distance of 147.89 feet, said point also being the TRUE POINT OF BEGINNING;

1. Thence N 63°22'30" W, a distance of 48.92 feet;
2. Thence N 01°24'17" E, a distance of 117.86 feet to the north line of said Lots 1 and 2;
3. Thence S 88°30'50" E along the north line of said Lots 1 and 2, a distance of 44.48 feet to the northeast corner of said Lots 1 and 2;
4. Thence S 01°29'51" W along the east line of said Lots 1 and 2, a distance of 138.64 feet to the TRUE POINT OF BEGINNING.

The above-described tract or parcel contains 5692 sq. ft. (0.131 acres), more or less.

Basis of Bearings: All bearings recited herein are based on the State Plane grid bearing of N 01°21'22" E from the calculated position of CDOT Project NH1601-050 Point No. 8016 to Point No. 10383 (CDOT Project NH1601-050 Point No. 8017).

For and on Behalf of SGM, Inc.  
1970 E. 3rd Ave., Ste 205  
Durango, CO 81301  
Timothy A. Barnett, PLS 38404





## Transportation Commission Memorandum

**To:** The Transportation Commission

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

**Date:** February 19, 2026

**Subject:** Disposal E8, Park Ave West and I-25, City and County of Denver

### 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 E8, acquired for CDOT Project No. IR(CX) 025-2(230), as excess property.

### Action

In accordance with Colorado Revised Statute (C.R.S) §§ 43-1-106(8)(n) and 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 E8 of CDOT Project No. IR(CX) 025-2(230), as excess property and allow for its disposal.

### Background

Parcel 8AR was acquired in 1994 under Project No. IR(CX) 025-2(230) for the construction of the I-25 and Park Ave West on and off-ramps. The specific purpose of 8AR was to reconstruct a portion of Globeville Rd out of the proposed alignment for the on and off-ramps. However, the alignment of Globeville Rd changed and Parcel 8AR was no longer needed. Parcel 8AR was then sold to La Quinta Inns in 1994 in exchange for another parcel that was needed for highway purposes.

Parcel E8 is an easement associated with Parcel 8AR that CDOT specifically reserved in the disposal deed to the La Quinta Inns. Parcel E8 was acquired in 1994 under the same project as 8AR (IR(CX) 025-2(230)) for the eventual installation of an electrical transformer. That electrical transformer was never installed.

Parcel E8 contains 666 sq ft (+/-) and is located east of Park Ave West and south of the northbound on-ramp from Park Ave West to NB I-25. No highway improvements have been or will be built on Parcel E8.

### Details

CDOT Region 1 has determined, pursuant to Title 23, Code of Federal Regulations

(C.F.R.), 710.403(b), that disposing of Parcel E8 will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

CDOT Region 1 has determined that Parcel E8 is of use only to the underlying fee owner and pursuant to C.R.S. § 43-1-210(5)(a)(III) when an parcel is no longer needed for transportation purposes and is of use only to the underlying fee owner, that underlying fee owner shall have right of first refusal to acquire said parcel.

The underlying fee owner desires to exercise their right of first refusal to acquire Parcel E8 and CDOT would like to sell Parcel E8 at fair market value to the underlying fee owner in compliance with C.R.S. § 43-1-210(5)(a).

CDOT will be relieved of maintenance responsibilities and liability associated with this Parcel. CDOT will also obtain revenue from the sale of the E8 that will be applied to future transportation projects in accordance with Chapter 7 of the CDOT Right-of-Way Manual and 23 CFR § 710.403(f).

## **Next Steps**

Upon approval of the Transportation Commission and pursuant to C.R.S. §§ 43-1-106 and 43-1-210 and 23 CFR §§ 710.403 and 409, CDOT will dispose of Parcel E8 as excess land and dispose of 666 sq ft (+/-) of land that is no longer needed for transportation purposes to the underlying fee owner for fair market value.

## **Attachments**

Legal Description with Exhibit

## **EXHIBIT A** **LEGAL DESCRIPTION**

A TRANSFERABLE PERMANENT EASEMENT, FOR THE PURPOSE OF CONSTRUCTION OF A ELECTRICAL TRANSFORMER, FOR THE FOLLOWING DESCRIBED EASEMENT NO. E8 OF THE DEPARTMENT OF TRANSPORTATION, STATE OF COLORADO, PROJECT NO. IR(CX) 025-2( ) CONTAINING 666 SQ. FT., MORE OR LESS IN THE NW  $\frac{1}{4}$  OF THE NW  $\frac{1}{4}$  OF SECTION 27, TOWNSHIP 3 SOUTH, RANGE 68 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, IN THE CITY AND COUNTY OF DENVER, COLORADO, SAID EASEMENT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH 1/16TH CORNER ON THE EST LINE OF SAID SECTION; THENCE N.89° 59' 57"E. ALONG THE SOUTH LINE OF THE NW  $\frac{1}{4}$  OF SAID SECTION A DISTANCE OF 978.90 FEET; THENCE N. 00° 00' 02" W. A DISTANCE OF 200.00 FEET TO A POINT ON THE SOUTH OF THAT CERTAIN PARCEL AS DESCRIBED IN INSTRUMENT RECORDED AT BOOK 1276 AT PAGE 138 RECORDS OF SAID CITY AND COUNTY, POINT ALSO BEING THE TRUE POINT OF BEGINNING;

- ) THENCE S. 89° 59' 57" W., ALONG SAID SOUTH LINE A DISTANCE OF 25.00 FEET;
- ) THENCE S. 00° 00' 03" E., A DISTANCE OF 30.00 FEET;
- ) THENCE N. 89° 59' 57" E., A DISTANCE OF 8.47 FEET;
- ) THENCE ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 178.00 FEET, A DISTANCE OF 30.74 FEET, (THE CHORD OF SAID ARC BEARS N. 12° 16' 14" E., A DISTANCE OF 30.70 FEET) MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS .015 ACRES / 666 SQUARE FEET, MORE OR LESS. THIS AREA IS INCLUDED WITHIN THE TOTAL AREA OF SAID PARCEL 8AR.

BASIS OF BEARING: S. 68° 44' 39" E. ALONG THE LINE FROM GPS POINT NO. 25-1 (A 3  $\frac{1}{4}$  ALUMINUM CAP IN A RANGE BOX), TO CONTROL POINT NO. 101 (ALLOY CAP SET ON A NO. 5 REBAR), AS DEPICTED ON COLORADO DIVISION OF HIGHWAYS RIGHT OF WAY PLAN FEDERAL AID PROJECT NO. IR-25-2(198) PREPARED BY McCLANAHAN SURVEYING, INC. NOTE: THE ABOVE MENTIONED BEARINGS WERE DETERMINED BY SOLAR OBSERVATION.

AUTHORED BY: JAMES D. STYRON  
C.D.O.T. ( ) 757-9923  
2000 S. HOLLY ST.  
DENVER, CO 80222



## Transportation Commission Memorandum

**To:** Transportation Commission

**From:** Darius Pakbaz, Director, Division of Transportation Development

**Date:** February 19, 2026

**Subject:** Multimodal Transportation & Mitigation Options (MMOF)  
Match Reduction Requests

### Purpose

To consider a request for reduction of the required Match Funding Rates on local Multimodal Transportation & Mitigation Options Fund (MMOF) candidate projects.

### Action

CDOT Staff recommends the Transportation Commission adopt a Resolution to approve a reduced Match Funding Rate required on a local candidate MMOF project.

### Background

The MMOF program, governed by Title 43-4-1103 of the Colorado Revised Statutes, permits the TC to reduce or exempt the standard 50% match funding requirement for local governments "...due to their size or any other special circumstance". In May 2024, the TC approved Resolution #TC-2024-05-06 adopting a formula that reduces or eliminates the standard match requirements for most of Colorado's counties and cities based on economic indicators that demonstrate the fiscal hardship of local governments.

The statutes also permit the TC to approve match rate reductions on individual projects that are not reduced by the formula if those reductions are recommended by CDOT staff. CDOT staff generally recommend TC approve individual match reduction requests when the local agency has provided evidence of special circumstances or economic conditions beyond those demonstrated in the TC formula and when the reduced match requirement is supported by the awarding agency.

Fort Collins is in the North Front Range area and must currently provide a 50% match on MMOF projects, based on the TC formula. The City of Fort Collins' Foothills Transit Station & Roundabout project was originally awarded MMOF funding by the North Front Range MPO in February 2025, to be combined with a \$400,000 FASTER Transit award from the Division of Transit & Rail. The city has subsequently applied for additional MMOF funding from the MPO and, in the attached December 2025 letter, is requesting a reduced match requirement, citing strained City budgets and increasing project costs. North Front Range MPO awarded

additional funding in January 2026 and approved a resolution supporting the match rate reduction.

CDOT Staff recommends the TC adopt a resolution approving the reduced match requirement as described below.

Requesting agency: City of Fort Collins

Project Name: Foothills Transit Station and Roundabout

MMOF Funding Awarded: \$803,523

Match Rate Required: 50%

Match Rate Requested: 25%

## Next Steps

No additional steps are required at this time.

## Attachments

Fort Collins MMOF Match Reduction Request Letter

North Front Range MPO Resolution of Support



## MEMORANDUM

**To:** NFRMPO Planning Council  
**From:** Joshua Ma, Transfort  
**Date:** December 4, 2025  
**Re:** Transfort Match Relief Request – MMOF

### Objective

The City of Fort Collins - Transfort is requesting match relief on previously awarded and newly awarded MMOF funds for the Foothills Transit Station and Roundabout.

### Summary

The purpose of this memo is to request match relief in the form of a reduced local match of 25% (instead of 50%) for the City's current Multimodal Transportation and Mitigation Options Fund (MMOF) grants. Citywide budget cuts, declining sales tax revenue, and rising operational costs have significantly constrained available local funding. An updated project cost estimate, expected by year-end, is anticipated to reflect higher total costs, and Fort Collins has not yet fully identified the local match under the previous estimate. Adjusting the match requirement to 25% will allow the City to keep this project moving forward while managing current financial pressures and maintaining capacity for other critical priorities.

Under the Local MMOF Program Guidelines, applicants such as Transfort may qualify to use the match rate of the county they serve and may request project-specific match reductions with support from the MPO/TPR and approval by the Transportation Commission. Because the entire transit station and the majority of the roundabout funded by this grant is located in Larimer County, which has an adopted match rate of 25%, we are requesting to use the county's match rate since over 90% of the project is located outside of City limits. This request is consistent with recent CDOT CTE decisions granting Fort Collins match relief under the same guidelines for the SB230 Formula Program and Capital Call (in progress). A favorable decision by the TAC on this request would also move the City closer to meeting its local match requirement for the federal RAISE grant, positioning the project to advance to construction more quickly.

### Analysis

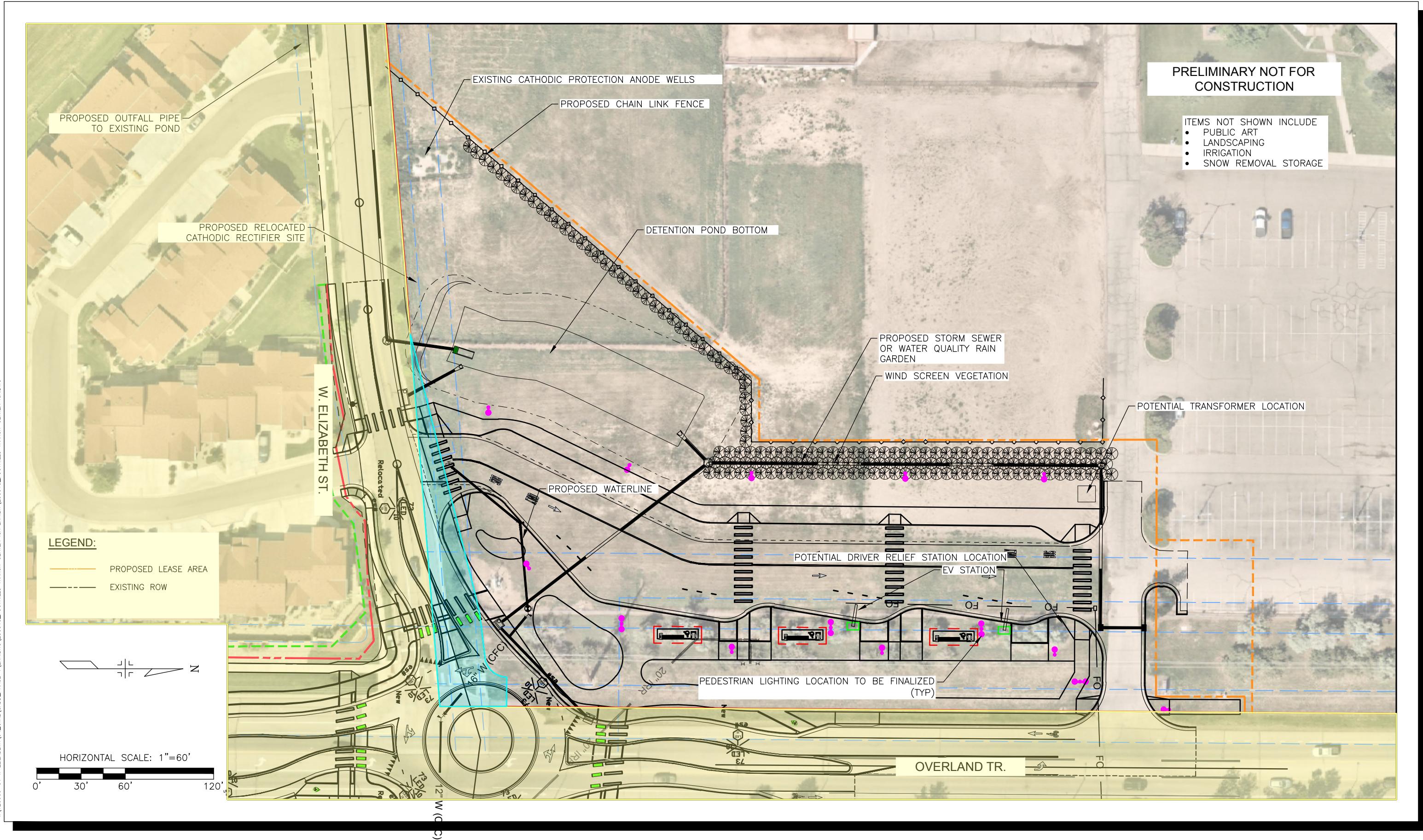
- **Advantages:** Approving the match relief request will allow this project to move forward under current financial pressures.
- **Disadvantages:** None noted.

### Recommendation

Transfort requests Planning Council members review the match relief request and be prepared to discuss it at the December Planning Council meeting.

### Attachments

- CDOT MMOF Local Program Guidebook
- Foothills Transit Station Boundary Map
- Transfort Local Match Relief Request



<b>NFRMPO</b>	<b>MMOF Awards</b>	<b>Local Match Requirment (50%)</b>	<b>Total Project Cost</b>	<b>MMOF Awards</b>	<b>New Local Match Requirement (25%)</b>	<b>New Total Project Cost</b>
Resolution No. 2025-04--Amended	\$ 317,669	\$ 317,669	\$ 635,338	\$ 317,669	\$ 158,835	\$ 476,504
Resolution No. 2025-XX (TBD)	\$ 485,854	\$ 485,854	\$ 971,708	\$ 485,854	\$ 242,927	\$ 728,781
<b>Total</b>	<b>\$ 803,523</b>	<b>\$ 803,523</b>	<b>\$ 1,607,046</b>	<b>\$ 803,523</b>	<b>\$ 401,762</b>	<b>\$ 1,205,285</b>



**RESOLUTION NO. 2026-01**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING MULTIMODAL TRANSPORTATION AND MITIGATION OPTIONS FUND (MMOF) MATCH RELEASE**  
**REQUEST FOR THE FORT COLLINS TRANSFORT FOOTHILLS TRANSIT STATION AND ROUNDABOUT**  
**PROJECT**

**WHEREAS**, Colorado Senate Bill (SB) 21-260 requires a match rate of 50 percent for every Multimodal Transportation and Mitigation Options Fund (MMOF) project; and

**WHEREAS**, the Transportation Commission (TC) is allowed to create a formula for reducing the match requirement for local agencies; and

**WHEREAS**, during the 2024 MMOF Call for Projects Transfort submitted and was awarded funding for the *Foothills Transit Station and Roundabout* project; and

**WHEREAS**, SB25-264 initiated MMOF funding reduction and impacted projects receiving funding in FY2025; and

**WHEREAS**, the *Foothills Transit Station and Roundabout* project was a project impacted by the MMOF funding reduction and Transfort has requested a local match rate reduction from 50 percent to 25 percent, which is the local match requirement for Larimer County where the project is located.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby requests CDOT grant the *Foothills Transit Station and Roundabout* project a 25 percent MMOF local match rate.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 8<sup>th</sup> day of January 2026.

  
Kristin Stephens (Jan 9, 2026 16:46:12 MST)

Kristin Stephens, Chair

ATTEST:

  
Elizabeth Relford, Executive Director

**Bridge and Tunnel Enterprise Board**  
**Meeting Minutes**  
**January 15, 2026**

Present: Diane Barrett, District 1  
Shelley Cook, Chair, District 2  
Juan Marcano, District 3  
Elise Jones, District 4  
Cecil Gutierrez, District 5  
Rick Ridder, District 6  
Barbara Bowman, District 7  
Barbara McLachlan, District 8  
Hannah Parsons, District 9  
Terry Hart, District 10

Excused: Todd Masters, District 11

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 January, the Bridge and Tunnel Enterprise Board of Directors met and approved the following Resolutions:

- BTE1: Regular Meeting Minutes of December 17, 2025
- BTE2: 7th Budget Supplement of FY 2025-26



# Fuels Impact Enterprise (FIE) Board of Directors Meeting Minutes ([YouTube Live Stream recording](#)) November, 20 2025, 1:00 p.m. - 5:00 p.m.

## Fuel Impact Enterprise Board of Directors Meeting

The purpose of this meeting was to review and approve funding for paving

**Call to Order, Roll Call - TIME - ([2:24:34](#))**

### Attendance:

Chair Shelley Cook  
Vice Chair Barbara Bowman  
Director Diane Barrett,  
Director Juan Marcano,  
Director Elise Jones,  
Director Cecil Gutierrez,  
Director Barbara McLachlan,  
Director Hannah Parsons,  
Director Terry Hart  
Director Todd Masters  
Director Rick Ridder

### Excused Absence:

### Guests:

Herman Stockinger, FIE Board Secretary  
Darius Pakbaz, CDOT Director of Transportation Development

### Discuss and Act on Proposed Resolution #FIE1: Approval of the FIE 08.21.2025 Board Meeting Minutes- Consent Agenda ([Video 2:25:18](#))

- Motion made by Director Jones
- Motion seconded by Director Gutierrez
- Motion passes unanimously with no further discussion

### Motion passes unanimously with no further discussion Discuss and Act on Proposed Resolution #FIE2: Region 4 & Region 5 Paving Projects- Darius Pakbaz ([Video 2:26:28](#))

- Motion made by Director Masters
- Motion seconded by Director McLaughlan
- Motion passes unanimously with no further discussion

### Discuss and Act on Proposed Resolution #FIE3: Region 3 - Darius Pakbaz ([Video 2:27:39](#))

- Motion made by Director Bowman
- Motion seconded by Director Gutierrez
- Motion passes unanimously with no further discussion



**Discuss and Act on Proposed Resolution #FIE4: Review and approve the draft FY26-27 Budget - Darius Pakbaz ([Video 2:29:41](#))**

- Motion made by Director Masters
- Motion seconded by Director Marcano
- Motion passes unanimously with no further discussion

**Adjournment ([Video 2:30:04](#))**



## Transportation Commission Memorandum

**To:** The Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
**Date:** February 18, 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

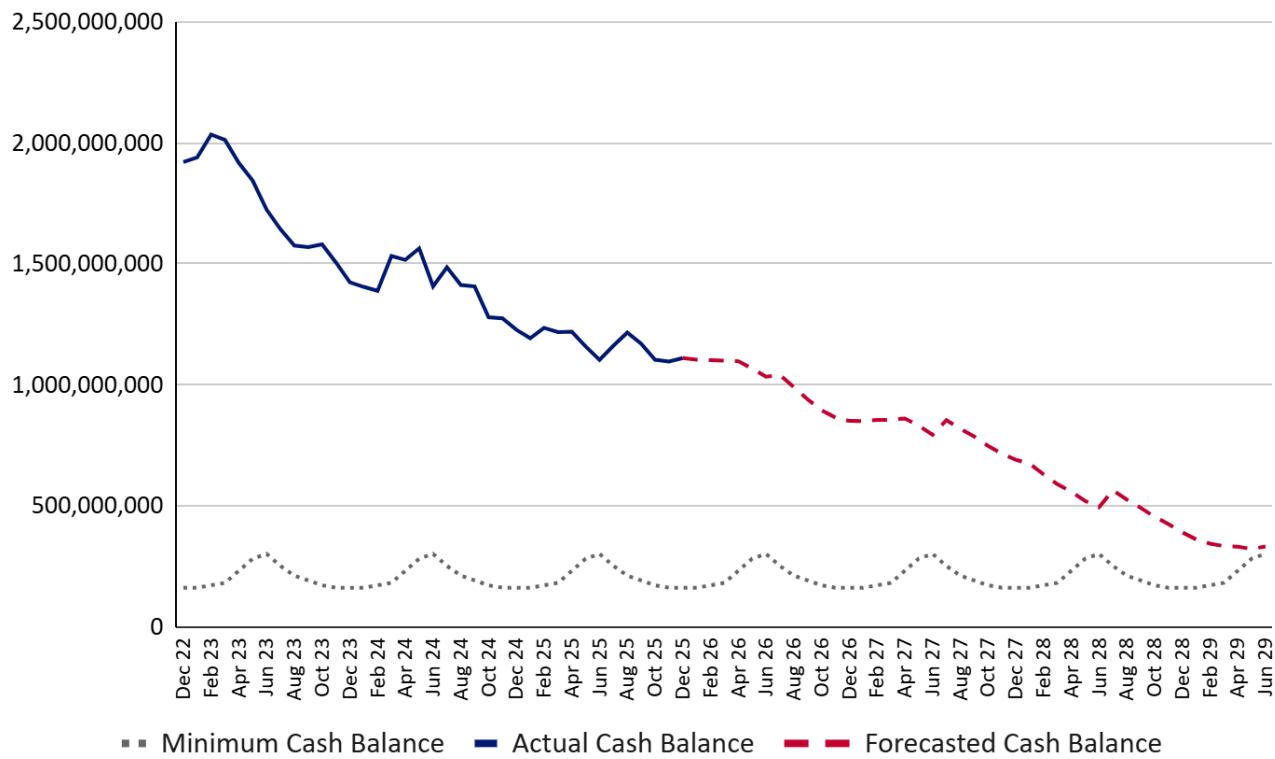
The actual cash balance for December 2025 was \$1.01 billion; \$949.40 million above that month's minimum cash balance target of \$160.00 million. December's cash balance includes \$616.73 million in the State Highway Fund, \$36.51 million in ARPA Refinance funding, and \$456.16 million in the Senate 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.



Figure 1 - Fund 400 Cash Forecast



## 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.

## 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 *

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

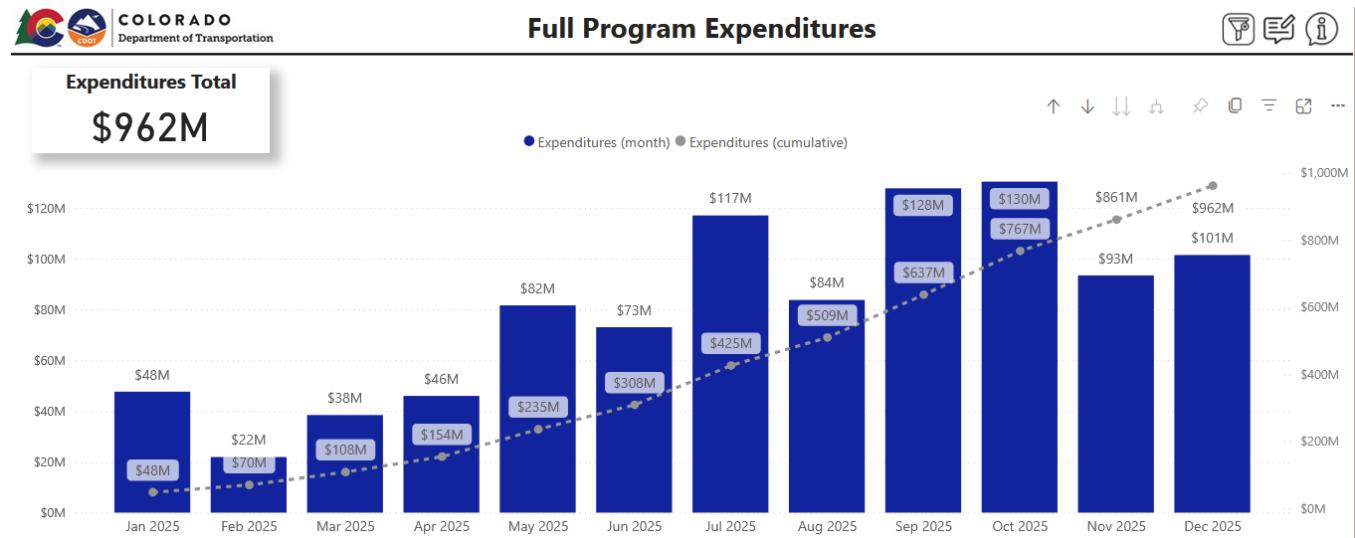
Figure 3 details the final CY25 actual expenditures for the State Highway Fund (see Figure 2 above) as well as Bridge and Tunnel Enterprise. CDOT sets the CY baseline in January each year, using the best estimates, forecast, and schedule information available at the time.

Including Bridge Enterprise, December 2025 month end expenditures were corresponding to an Expenditure Performance Index (XPI) of 1.05 (actual expenditures vs. baseline). There

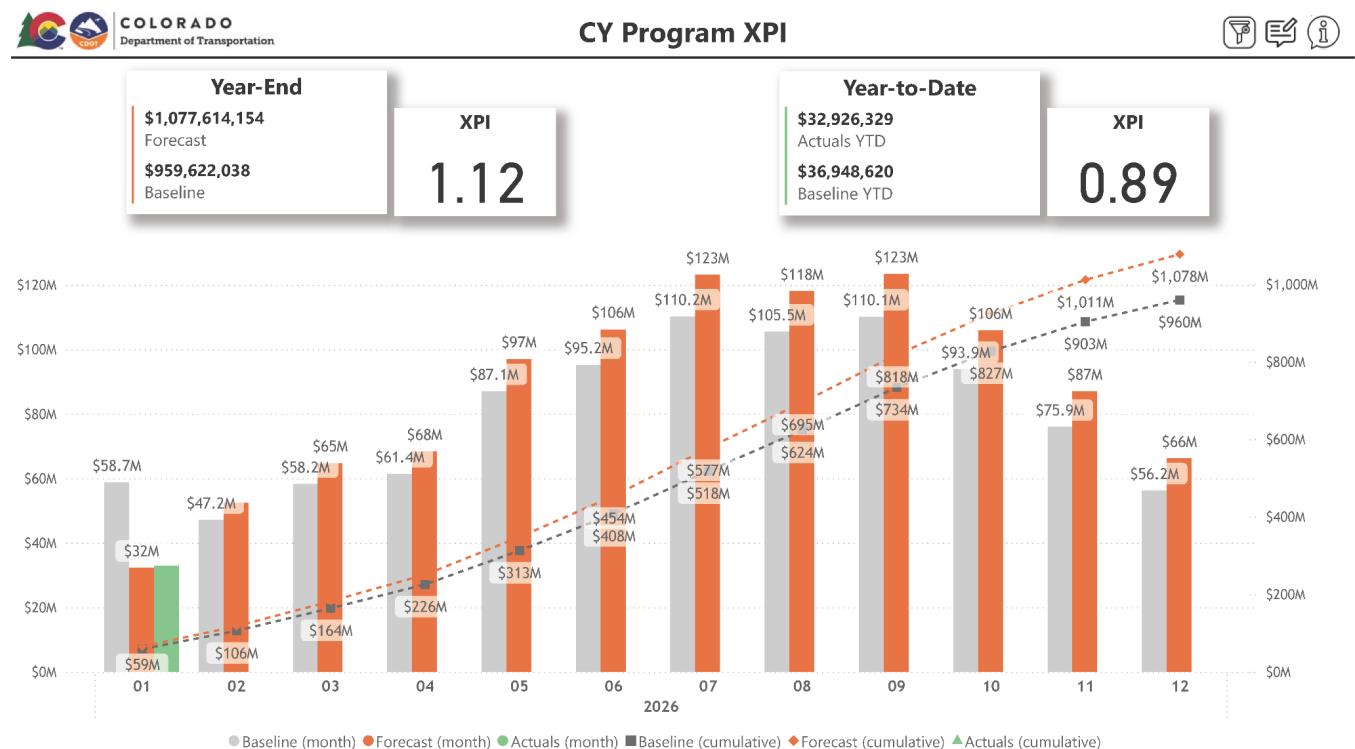


were \$961.90M actual expenditures YTD vs. the baseline of \$916.8M. The CY 25 baseline included expenditures from 219 projects, while the new CY 26 baseline includes expenditures from 205 projects. Figure 4 details the new CY26 baseline and forecasted expenditures.

**Figure 3 - Dashboard View, CY 25 Year End**



**Figure 4 - Dashboard View, CY 26**





## Transportation Commission Memorandum

**To:** The Transportation Commission  
**From:** Jeff Sudmeier, Chief Financial Officer  
                  Bethany Nicholas, Deputy Chief Financial Officer  
**From:** February 19th, 2026

### **Subject: State Infrastructure Bank (SIB) Activity Mid-Year Report for Fiscal Year (FY) 2025-2026**

#### **Purpose**

This memo summarizes information related to Colorado State Infrastructure Bank (SIB) activity for the first half of 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 that offers a range of loans to various entities for use on highway construction projects and airport projects. The SIB Loan Program was enacted by the Colorado Legislature in 1998 and adopted by CDOT in 1999. This unique program helps fund transportation facilities throughout the state by means of a low-interest revolving loan program. The legislation also provided for Transit and Rail SIB accounts, but these have never been capitalized, nor have any loans been made from them.

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 the report to the Transportation Commission (TC) at their monthly meeting in August for the period ending June 30th of the previous State fiscal year, and as a mid-year review, in February for the period ending December 31st of the current State fiscal year.





## Mid-Year Summary

### Assets:

As of December 31, 2025, the Colorado SIB had \$43.6 million in total assets (see Table 1). Of the total assets, 87.2% percent (\$38.0 million) was attributed to the Aeronautics account and 12.8% percent (\$5.6 million) was attributed to the Highway account.

**Table 1: Colorado SIB Assets Summary, As of December 31, 2025**

Assets	Aeronautics	Highways	Total
<b>Cash:</b>			
Fund 715	\$ 1,003,364	\$ 3,978,511	\$ 4,981,875
Authorized Federal Funds	\$ 0	\$ 0	\$ 0
<b>Amount Available to Loan</b>	<b>\$ 1,003,364</b>	<b>\$ 3,978,511</b>	<b>\$ 4,981,875</b>
<b>Amounts Receivable:</b>			
Outstanding Loan Balances	\$ 37,008,986	\$ 1,622,118	\$ 38,631,105
Accrued Interest	\$ 0	\$ 0	\$ 0
<b>Total Account Receivable</b>	<b>\$ 37,008,986</b>	<b>\$ 1,622,118</b>	<b>\$ 38,631,105</b>
<b>Total Assets</b>	<b>\$ 38,012,350</b>	<b>\$ 5,600,629</b>	<b>\$ 43,612,979</b>

As of December 31, 2025, there was a total of \$5.0 million available to loan, of which \$1.0 million was in the Aeronautics account and \$4.0 million was in the Highway account.

It should be noted that the TC approved a \$3,725,000 temporary transfer from the Highway Account to the Aeronautics Account in March of 2025 to ensure adequate funds for an Aeronautics loan to the Grand Junction Regional Airport Authority. As December 31, 2025, \$2,116,484 had been transferred back from the Aeronautics to the Highway Account. The remaining \$1,608,516 will be returned to the Highway Account before the Year-End SIB Activity Report.



**Loans:**

As of December 31, 2025, the Colorado SIB has 10 outstanding loans with the balances totaling \$38.6 million (see Table 2). Eight loans are from the Aeronautics account, totaling \$51.3 million with remaining balances of \$37 million, and two loans are from the Highway account totaling \$3.1 million with remaining balances of \$1.6 million. There was one loan paid in full since the beginning of FY 2025-26. All Colorado SIB loans are current.

**Table 2: Colorado SIB Loan Summary, As of December 31, 2025**

Loans	Original Loan	Balance Due	Debt Service	Interest Rate	Original Loan Date	Next Payment Due Date	Termination Date
<b>Aeronautics Accounts:</b>							
Colorado Springs	\$ 5,500,000	\$ 3,429,733	\$ 612,296	1.99%	3/3/2021	3/3/2026	3/3/2031
Colorado Springs	\$ 7,500,000	\$ 4,049,204	\$ 890,483	3.25%	1/3/2020	1/3/2026	1/3/2030
Arapahoe County Airport Authority	\$ 8,000,000	\$ 2,610,606	\$ 914,070	2.50%	6/1/2018	6/1/2026	6/1/2028
Rocky Mountain Metropolitan Airport	\$ 2,015,000	\$ 878,051	\$ 236,219	3.00%	3/25/2019	3/25/2026	3/25/2029
Grand Junction Airport	\$ 3,737,580	\$ 3,075,737	\$ 438,158	3.00%	3/15/2023	3/15/2026	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	\$ 6,500,000	\$ 781,569	3.50%	6/18/2025	6/18/2026	6/18/2035
<b>Total Aeronautics</b>	<b>\$ 51,252,580</b>	<b>\$ 37,008,986</b>	<b>\$ 6,037,141</b>				
<b>Highway Accounts:</b>							
Park County	\$ 566,500	\$ 63,149	\$ 64,728	2.50%	2/26/2016	2/26/2026	2/26/2026
Colorado Springs	\$ 2,500,000	\$ 1,558,970	\$ 278,316	1.99%	3/3/2021	3/3/2026	3/3/2031
<b>Total Highway:</b>	<b>\$ 3,066,500</b>	<b>\$ 1,622,119</b>	<b>\$ 343,044</b>				
<b>Grand Total:</b>	<b>\$ 54,319,080</b>	<b>\$ 38,631,105</b>	<b>\$ 6,380,185</b>				





## Interest Rate:

The Interest Rate for loans from the CO SIB shall be established and adopted by resolution of the Transportation Commission no later than June 30 of each year for loans applied for during the ensuing months of July; August; September; October; November; December. An Interest Rate shall be established and adopted by resolution of the Commission no later than December 31 of each year for loans originating during the ensuing months of January; February; March; April; May; June. On December 17, 2025 the Transportation Commission approved a resolution to keep the three and a half percent (3.5%) interest rate effective for the second half of FY 2025-26.

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

Year	Interest Rate	Period	Fiscal Year	Quarter(s)
6/16/2022	3.00%	July 1, 2022 - December 31, 2022	2022 - 2023	Q1/Q2
12/15/2022	3.50%	January 1 2023 - June 30, 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

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. The Division of Aeronautics has had exploratory meetings with Sterling, Del Norte, Glenwood Springs, and Grand Junction, all of which have expressed interest in a State Infrastructure Bank Loan in 2026. 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 year-end review of FY 2025-26 SIB account activities in August of 2026.



## 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

**Date:** February 19, 2026

**Subject: Bridge and Tunnel Enterprise Q2 FY2026 Quarterly Report**

### Purpose

The Bridge & Tunnel Enterprise (BTE) staff has prepared this quarterly program report to provide the BTE Board of Directors an update of recent program activities. Summarized below are key elements contained in the report. The report is available in its entirety on the [BTE website](#).

### Action

This report is for informational purposes only; no action is requested from the Board.

### Background

#### BTE Plan of Finance

The successful issuance of the second tranche of the Enterprise's Senior Infrastructure Revenue Bonds ("IRBs") in Q4 FY2025 generated a \$225 million project fund to support CDOT with the funding and delivery of the 10-Year Plan, specifically I-70 Floyd Hill Construction Package #4. These funds, as well as the funds from BTE's first tranche of IRBs, are fully budgeted to BTE's capital construction program. BTE IRB issuances to date have generated approximately \$392 million in proceeds and BTE is currently contemplating a third and final IRB transaction to eliminate the Enterprise's current funding gap and facilitate the timely completion of several key strategic projects. To date, over \$134 million of the proceeds have been expended.

#### BTE Bridge Preventive Maintenance Program

In parallel with the ongoing development of the next iteration of the CDOT 10-Year Vision Plan, BTE staff partnered with CDOT Staff Bridge to develop and begin the implementation of a new bridge preventative maintenance program (BPM) to leverage the expansion of its scope via House Bill (HB)23-1276 and mitigate the growing backlog of BPM needs statewide. The program, which was vetted by the BTE Board of Directors in Q2 of FY2026, will infuse \$125 million of funding for targeted BPM treatments over the next 10 years. The initial focus of the program will be to perform joint repair and replacement, bridge deck overlay and waterproofing membrane replacement, bridge deck repairs, and other safety related repairs on bridges that are forecast to deteriorate to poor condition over the next 20 years.

### Program Progress

In Q2 FY2026, staff continued to make progress addressing the state's "Poor" bridge population and completing tunnel projects. A summary of the Enterprise's activities and accomplishments for this period is provided below.

### Projects with Design Funding Approved in Q2 FY2026

Structure ID	Region	County	Facility over Featured Intersection	Q2 FY2026 Budget Approved
A-15-A	4	Larimer	US 287 ML over Dale Creek	\$1,049,145
J-18-M	2	El Paso	US 85 ML over Fountain Creek	\$2,755,741

### Projects with Construction Funding Approved in Q2 FY2026

Structure ID	Region	County	Facility over Featured Intersection	Q2 FY2026 Budget Approved
C-08-A_Minor	3	Routt	US 40 ML over Shelton Ditch	\$2,579,804
F-16-O	1	Jefferson	US 6 ML over SH 121 ML (Wadsworth Blvd)	\$20,203,911

### Projects that Completed Construction in Q2 FY2026

Old Structure ID	Region	County	Facility over Featured Intersection	Project
F-13-X	1	Clear Creek/Summit	Eisenhower Memorial Tunnel	Plenum Liner Consolidated Grouting & Right Lane Overlay
F-13-Y	1	Clear Creek/Summit	Johnson Memorial Tunnel	Plenum Liner Consolidated Grouting & Right Lane Overlay

### Program Controls

The active project Schedule Performance Index (SPI) at the end of Q2 FY2026 was 0.96, consistent with Q1 FY2026 performance levels. This key performance indicator is used by Enterprise staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the Enterprise's project portfolio are being executed efficiently. The program's active project SPI for Q2 FY2026 is listed below by month.

### Active Project SPI by Month

Month	Active SPI
July	0.97
August	0.97
September	0.96

### Program Financial Information

CDOT's Office of Financial Management and Budgeting (OFMB) updates the BTE revenue forecast on a quarterly basis and provides this information to the Enterprise to guide the development of the Enterprise's annual budget and inform programmatic funding allocations. A summary of the Enterprise's FY2026 approved budget, revenue forecast, and collections as of December 31<sup>st</sup> 2025 are provided below.

Revenue Source	Approved FY2026 Budget (\$ in millions)	Q2 FY2026 Revenue Forecast (\$ in millions)	Collections as of Q2 FY2026 End (\$ in millions)
Bridge Safety Surcharge	\$117.6	\$118.2	\$57.9
Bridge and Tunnel Fees	\$60.2	\$59.4	\$28.4
Interest Earnings and Miscellaneous Revenue	\$8.5	\$8.5	\$4.6

### Budget and Encumbrance Balances

BTE staff continues to coordinate with Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. There are five projects on the December 31<sup>st</sup> report of projects that have been substantially complete for more than six months: three projects were added to the report and one project was removed during this quarter. Since September 30th, 2025, the encumbrances increased by \$561,234, and the budget balances have increased by \$2,165,942 for this population of projects.



## Bridge and Tunnel Enterprise Board of Directors Memorandum

**To:** The Bridge and Tunnel Enterprise Board of Directors

**From:** Kay Hruska, Enterprise Controller

Jeff Sudmeier, Chief Financial Officer

Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

**Date:** February 19, 2026

**Subject:** Fiscal Year 2024-25 Audited Financial Statements

### Purpose

To present the Bridge and Tunnel Enterprise's (BTE) audited financial statements for Fiscal Years ended 2024 and 2025.

### Action

The purpose of this memo is informational only. No formal action is requested.

### Background

On an annual basis, the Office of the State Auditor (OSA) engages an outside audit firm to conduct a financial and compliance audit of BTE. For Fiscal Year 2024-25, OSA contracted with CliftonLarsonAllen, LLP (CLA) to complete the annual audit. The purposes and scope of the Fiscal Year 2024-25 audit were to:

- Express an opinion on the financial statements of BTE as of and for the years ended June 30, 2025 and 2024, including consideration of internal control over financial reporting as required by auditing standards generally accepted in the United States of America and *Governmental Auditing Standards* for the year ended June 30, 2025.
- Review BTE's compliance with rules and regulations governing the expenditure of State funds for the year ended June 30, 2025.
- Issue a report on BTE's internal control over financial reporting and on compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters based on the audit of the financial statements performed in accordance with *Governmental Audited Standards* for the year ended June 30, 2025.

The auditors report expressed an unmodified opinion on BTE's financial statements for the years ended June 30, 2025 and 2024.

- No material weakness in internal control over financial reporting was identified.

- No instances of noncompliance considered material to the financial statements were disclosed by the audit.
- There were no audit adjustments for the year ended June 30, 2025.
- There were no findings for the years ended June 30, 2025 and June 30, 2024.

## Other Information

1. The financial statements are available in their entirety on [BTE's website](#).
2. If printed copies of the financial statements are requested, please contract Kay Hruska at [kay.hruska@state.co.us](mailto:kay.hruska@state.co.us)



## Transportation Commission Memorandum

**To:** Colorado Transportation Commission

**From:** Leslie Welch and Anna Dunn, Grants Coordinators

**Date:** February 5th, 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 and 2024 grant programs and awarded proposals, please refer to archived TC Grants Memos from December 2024 or prior.

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

1. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE
  - I-270 Corridor Improvements Bridge Bundle, R1
2. BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>\$100M)
  - US50 Blue Mesa Bridges Emergency Repairs, R3
3. BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING
  - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
4. National Scenic Byways Program
  - Mount Blue Sky Scenic Byway: Interpretation Corridor Management Plan, R1
  - Roadside Markers Improvements on Colorado Byways, Statewide
5. BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE

- I-270 Critical Bridges, R1
- 6. Rural and Tribal Assistance Pilot Program
  - Grants Team has submitted the Small Slope Alternative Avalanche Mitigation Feasibility Analysis, which will affect locations across Region 3 and 5. Notice has been delayed due to the federal shutdown.
- 7. RESTORE Colorado - National Fish and Wildlife Foundation
  - Grants Team has submitted a \$485,000 grant for the R2 I25 Raton Pass wildlife crossing project. We should hear back in March 2026.
- 8. National Railroad Partnership Program (formerly known as Federal State Partnership Program)
  - Denver Union Station Improvements- Track and equipment improvements to reduce passenger rail delays ats Union Station, Region 1
  - SAFER Travel- Rockfall mitigation, grade crossing improvements, hazmat caching along key passenger rail routes (e.g., California Zephyr), Region 3.

#### IN PROGRESS

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

1. PROTECT
  - CDOT is pursuing grants for State-Wide Avalanche Mitigation (SWAP) in Regions 3 and 5 and a Culvert package in Region 3
2. CRISI
  - CDOT intends to pursue a grant for a sidings project in R1 to improve freight movement and railyard congestion
3. 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.
4. Bridge Investment Program: Planning
  - CDOT is preparing to submit:
    - I-70 West Applewood to Lakewood Critical Bridges Replacement Planning Project, Region 1
    - Colorado Eastern Plains Timber Bridge Replacement Planning Project, Region 1
5. Bridge Investment Program: Medium Bridge
  - CDOT is preparing grants to submit:
    - US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety, Region 2
    - US 550 Animas Bridge Replacement, Region 5
    -
6. FY26 Better Utilizing Investments to Leverage Development (BUILD) Grant Program (formerly known as RAISE)
  - CDOT will be submitting the following 4 grant opportunities to the BUILD grant program in mid-February.
    - Region 1: 23rd Avenue
    - Region 2: 8 Mile (resubmission)
    - Region 3: Mt. Garfield Culvert
    - Region 4: I-76 Phase V (Morgan County BOOST) (resubmission)

**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 working on developing applications for the following programs:

- Better Utilizing Investments to Leverage Development (BUILD), due Feb 24, 2026.

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

- BIP Medium and Other Bridge: Deadline has been delayed by FHWA. No updated NOFO out at this time
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program: No updated NOFO, but expected to follow NRPP.
- Wildlife Crossings Pilot Program. Expected Spring 2026

\*Amount includes now rescinded EVCRAA and CRISI grants



## Memorandum

**To:** Fuels Impact Enterprise Board of Directors  
**From:** Darius Pakbaz, Director, Division of Transportation Development  
Craig Hurst, DTD, Freight Mobility and Safety Manager  
**Date:** February 19, 2026

**Subject:** Fuels Impact Enterprise - 2025 Annual Report

### Purpose

To provide an annual report regarding the FIE activities and funding to the Board. The annual report for the Enterprise is presented to the Board for calendar year 2025.

### Action

Informational Only. No action required.

### Background

The Fuels Impact Enterprise (FIE) was created as part of SB23-280 legislation in 2023. The Enterprise is a government-owned business within CDOT to execute the business purpose as outlined in statute. The Enterprise's business purpose is "to provide grants to certain critically impacted communities, governments and transportation corridors for the improvement of hazardous mitigation corridors and to support local and state government projects related to emergency responses, environmental mitigation, or projects related to transportation fuel within the state."

### Next Steps

Please contact FIE staff with any questions regarding the 2025 Annual Report.

### Attachments

Attachment B - Fuels Impact Enterprise 2025 Annual Report



**COLORADO**  
**Department of Transportation**  
Fuels Impact Enterprise

## **Fuels Impact Enterprise 2025 Annual Report**

Reporting Period: January 1, 2025 to December 31, 2025

## Background

Senate Bill 23-280 established the Fuels Impact Enterprise (FIE) as a government-owned business within the Colorado Department of Transportation (CDOT) upon the Governor signing the bill into law on June 6, 2023. The FIE officially commenced operations on August 8, 2023, to improve the safe transportation of fuel and hazardous materials throughout the state while addressing the impacts on Colorado's freight corridors. The current statute authorizes the Enterprise to operate through January 1, 2030. The Enterprise serves its business purpose by administering the Fuels Impact Reduction Grant Program and providing services to mitigate environmental and safety impacts in communities hosting critical fuel infrastructure. To fund these initiatives, the Enterprise collects a Fuels Impact Reduction Fee of \$0.006125 per gallon of fuel delivered for sale or use in the state and deposits the resulting revenue into the Fuels Impact Enterprise Cash Fund.

The Enterprise distributes \$10 million in annual allotments to specific political subdivisions hosting fuel loading racks to support hazardous mitigation corridors. The Enterprise allocates these mandatory annual distributions as follows:

- Adams County (\$6,400,000),
- City of Aurora (\$2,000,000),
- El Paso County (\$1,300,000),
- Mesa County (\$240,000), and
- Otero County (\$60,000)

Furthermore, any remaining revenue beyond the specific amounts to local governments and for administration expenses is allocated for state government projects and key commercial freight corridors. The Enterprise dedicates these state-level funds to supporting projects related to emergency responses, environmental mitigation, and infrastructure improvements that enhance the safety of the movement of freight and hazardous materials on state highways.

## Calendar Year 2025 Summary

### Board Meetings

The Transportation Commission of Colorado serves as the Enterprise Board of Directors ("the Board") and oversees the business affairs of the Enterprise. To fulfill its legislative mandate, the Board collaborated with Enterprise staff throughout the year to identify strategic funding opportunities and approve the necessary budgets for state-level initiatives. The Board convened five times this year to evaluate and authorize funding for projects that improve safety and infrastructure along Colorado's freight corridors.

#### January 2025

The FIE Board of Directors did not meet in January.

## Fuels Impact Enterprise (FIE) - 2025 Annual Report

### February 2025

The FIE Board of Directors did not meet in February.

### March 2025

The FIE Board of Directors met on March 20th to review informational presentations and discussion on the following topic(s):

- Approval to adopt the final FIE FY2025-26 budget

### April 2025

The FIE Board of Directors did not meet in April.

### May 2025

The Board of Directors met on May 15th to review informational presentations and discussion on the following topic(s):

- Approval to adopt PD703 as the FIE fiscal rules; and
- Approval to provide funding for state freight projects

### June 2025

The FIE Board of Directors met on June 18th to review informational presentations and discussion on the following topic(s):

- Approval to adopt the elected TC Commissioners as the FIE Board Members for FY25-26

### July 2025

The FIE Board of Directors did not meet in July.

### August 2025

The Board of Directors met on August 21st to review informational presentations and discussion on the following topic(s):

- Approval to adopt automatic roll forward of all FIE funds

### September 2025

The FIE Board of Directors did not meet in September.

### October 2025

The FIE Board of Directors did not meet in October.

## November 2025

The Board of Directors met on November 20th to review informational presentations and discussion on the following topic(s):

- Approval to fund freight route projects in Region 3 (\$8 million)
- Approval to fund freight route projects in Region 4 and Region 5; and
- Approval of the draft FY2026-27 FIE budget

## December 2025

The FIE Board of Directors did not meet in December.

## Community Outreach

Throughout Fiscal Year 2024-25, the Fuels Impact Enterprise dedicated itself to building strong partnerships with the five political subdivisions through a series of one-on-one meetings. These sessions served as a vital space to align on the Enterprise's business purposes and the Fuels Impact Reduction Grant Program while exploring the transformative projects and programs this funding can achieve. Simultaneously, Enterprise staff collaborated closely with all five CDOT Regions to pinpoint the most effective ways to utilize state-allocated funds. The Enterprise's driving goal for the initial two rounds of state funding was to deliver immediate, meaningful improvements to the essential freight corridors that serve as the backbone of our state. These conversations and local insights allowed Enterprise staff to present a robust portfolio of high-impact projects from every corner of Colorado to the Board of Directors for consideration.

## Funding

During the spring and summer of 2025, Enterprise staff administered \$39,206,000 in combined grant funding for Fiscal Years 2024-25 and 2025-26. This investment supports critical infrastructure and safety improvements across the following five political subdivisions and statewide initiatives:

- Adams County - \$12,800,000,
- City of Aurora - \$4,000,000,
- El Paso County - \$2,600,000,
- Mesa County - \$480,000,
- Otero County - \$120,000, and
- State Freight Route Projects - \$19,206,000

Adams County Board of County Commissioners, Adams County staff, and local stakeholders collaborated to identify 11 candidate projects using a balanced, criteria-driven approach to investing Fuel Impact Reduction Grant funds. This method ensures the funds support projects that improve safety, reduce risk, and address the regional impacts of fuel and freight movement across Adams County. Each project aims to meaningfully address the impacts of fuel distribution, hazardous material transportation, and freight movement within Adams



## Fuels Impact Enterprise (FIE) - 2025 Annual Report

County. These candidate projects focus on freight movement, fuel transportation, safety, emergency response, and/or environmental impact mitigation. The Adams County Board of County Commissioners will hold a session on January 21, 2026, to review and finalize the project list and program direction.

The City of Aurora (“the City”) identified projects for intersection improvements on Smith Road at Airport Boulevard and Tower Road. At the intersection of Smith Road and Chambers Road sits the City’s primary fuel distribution facility; therefore, Smith Road, Tower Road, Chambers Road, and Airport Boulevard function as hazardous mitigation corridors. The improvements at both intersections will include new traffic signals with updated timing to coordinate with the adjacent rail line timing, reconstructed curbs to better accommodate large trucks, updated signage and lane markings to clarify lane usage, and the addition of a northbound right turn lane.

El Paso County will apply grant funding toward repairs on Bradley Road between Hancock Expressway and Grinnell Boulevard. This roadway serves as an ancillary route for fuel and truck traffic while providing the primary east-to-west connection for Security and Widefield residents. The project aims to meaningfully improve intersection safety and multimodal routing for residents, as well as update stop controls to assist turning motions during emergencies for the Security Fire Station No. 3, located approximately a half-mile from the intersection of Bradley Road and Hancock Expressway.

Mesa County identified a project (Mesa Q-6.8) to complete repairs on an existing bridge on Old US Highway 6 & 50 over West Salt Creek that serves as the secondary hazardous material route for the county. Mesa County encumbered two fiscal years of FIE funds for repairs that include replacing the existing deck and bridge railing, as well as improvements to the grading, paving guardrail, drainage, signing, and striping. They anticipate construction will begin Fall 2026.

Otero County Administration, Otero County Public Works, and Otero County Emergency Management are collaborating to identify and prioritize project locations. Otero County anticipates completing the corridor evaluation and prioritization framework by Spring 2026 and plans to select the initial project location by the end of FY2025-26.

The Enterprise allocated \$19,206,000 in state funding across CDOT Regions 1, 2, 3, 4, and 5 to support the following hazardous material and freight corridor projects.

Region 1 utilized \$7,000,000 for I-70 structures at Deer Trail. I-70 is a critical corridor for freight movement and fuel distribution for eastern Colorado. This project represents a collaborative funding solution with FIE and Bridge and Tunnel Enterprise (BTE), enabling Region 1 to make critical repairs on the four structures (Structures F-20-BJ, F-20-BL, F-20-BB, F-20-BA) on I-70 near Deer Trail. Crews began work in 2025, making significant progress, and expect to finish during the 2026 construction season.

## Fuels Impact Enterprise (FIE) - 2025 Annual Report

Region 2 is developing a project to repair and replace concrete slabs on Highway 287 using their \$1,250,000 award. Highway 287 serves as part of the Ports to Plains Corridor, a key north-south freight corridor running from Canada to Mexico. This project addresses damaged concrete panels on this critical route.

Region 3 secured \$9,250,000 in funding from the Fuels Impact Reduction Grant. Region 3 is using \$8,000,000 for the I-70 Horizon Paving Project in Grand Junction, Mesa County, Colorado. This paving project will resurface six miles of I-70 in Grand Junction (MM 31.0 to 36.98) including a 2" Mill and Overlay on both travel lanes, and two sets of exit ramps to address low drivability life pavement; construction is anticipated to start in spring of 2026. This project will appear in the next CDOT 10 year plan and will require funds from both FIE statewide funds and CDOT 10 Year Plan strategic funds. Region 3 applied the remaining \$1,250,000 to complete several maintenance surface treatment projects on key freight routes throughout the region. These locations include the following:

- Hwy 6: MM 214.9 - 216
- Hwy 50: MM 113 - 114.1, and MM 36.2 - 42.2
- Hwy 139: MM 31 - 32.5
- Hwy 91: MM 19.5 - 20.6
- I-70: MM 108.9 - 109.1, MM 110.05 - 110.23, MM 111.3 - 111.44, MM 116.7- 116.6, MM 116.4 - 116.5, MM 117.7 - 118.8, MM 118.2 - 118, MM 118.5 - 118.4, MM 119-119.4, and MM 119.8 - 119.9.

Region 4 and Region 5 funding allocations were approved on November 20, 2025. Region 4 secured \$1,250,000 and Region 5 secured \$456,000. Both regions are actively developing strategic pavement resurfacing plans that specifically target high-priority projects that strengthen the safety and long-term reliability of vital regional freight corridors used for the transportation of fuel throughout the state.

## Enterprise Budget

### Fiscal Year 2024-25

The Board of Directors adopted the Fiscal Year 2024-25 Budget in February 2024, allocating \$31,461,310 in revenue for the fiscal year. This amount represents the total funds available for the Enterprise, including revenue roll-forward from Fiscal Year 2023-24, to allocate to the communities and state-funded projects for Fiscal Year 2024-25.



## Fiscal Year 2025-26

The Board of Directors adopted the Fiscal Year 2025-26 Budget in February 2025, allocating \$15,204,500 in revenue for the fiscal year. This amount represents the total funds available for the Enterprise to allocate to the subdivisions and state-funded projects for Fiscal Year 2025-26.

## Fiscal Year 2026-27

The Fuels Impact Reduction Fee established by statute is an ongoing revenue stream for the Enterprise. The Board reviewed and approved an updated draft budget for fiscal year 2026-27 in November 2025, allocating \$15 million in revenue. The Board plans to finalize the fiscal year 2026-2027 budget in February 2026.

## Upcoming Activities

In 2026, the Fuels Impact Enterprise will prioritize finalizing the Fiscal Year 2026-27 budget and administering the Fiscal Year 2025-26 subdivision allotments. The Enterprise will work tirelessly with local partners and CDOT to identify state freight corridor projects that advance its core mission.

The year ahead offers a productive path forward, and the Enterprise eagerly anticipates partnering with the communities across Colorado, Fuels Impact Enterprise Board of Directors, and CDOT. Together, we will deliver critical infrastructure improvements that safeguard Colorado residents by improving emergency response and mitigating the environmental impacts of fuel transportation on our state's most vital corridors.



# Transportation Commission Memorandum

**To:** The Transportation Commission

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

Bethany Nicholas, Deputy Chief Financial Officer

**Date:** February 19, 2026

**Subject:** February Budget Supplement Information Only

There are no Supplement items this month. The balances of TC funds are presented for informational purposes.

## Balances of TC Funds are as follows:

### Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S25		\$35,029,753
August-25	Balance 2S25		\$35,029,753
September-25	Balance 2S25		\$35,188,319
October-25	Balance 3S25		\$36,442,757
November-25	Balance 4S25		\$31,487,915
December-25	Balance 5S25		\$31,487,915
January-26	Balance 5S26		\$31,487,915
	Proj Savings: R5: SH141 Bridge Repair, R5 SH17 Culvert	\$3,700,205	
February-26	Balance 5S26		\$35,188,120

### Cost Escalation Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S25		\$1,811,571
August-25	Balance 2S25		\$3,997,457
September-25	Balance 2S25		\$3,997,457
October-25	Balance 3S25		\$4,090,752
November-25	Balance 4S25		\$4,090,752
December-25	Balance 5S25		\$4,090,752
January-26	Balance 5S26		\$3,181,767
January-26	R1 I-25 South County Line Ramp Resurfacing	-\$1,828,807	
February-26	Balance 5S26		\$1,352,960

### Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
July-25	Balance 1S25		\$56,915,262
August-25	Balance 2S25		\$56,915,262
September-25	Balance 2S25		\$147,101,951
October-25	Balance 3S25		\$144,753,872
November-25	Balance 4S25		\$145,753,872
December-25	Balance 5S25		\$48,450,185
January-26	Balance 5S26		\$48,450,185
January-26	BA #1 Hail Damage KOA	\$1,376,144	
February-26	Balance 5S26		\$49,826,329

### Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
June-25	Balance 12S25		\$3,719,556
	FY26 Allocation		\$12,000,000
July-25	Balance 1S25		\$15,719,556
August-25	Balance 2S25		\$15,719,556
September-25	Balance 2S25		\$12,000,000
October-25	Balance 3S25		\$12,000,000
November-25	Balance 4S25		\$12,000,000
December-25	Balance 5S25		\$26,200,000
January-26	Balance 5S26		\$24,711,218
January-26	Dec. Special Pay #2	-2,217,277	
February-26	Balance 5S26		\$22,493,941

