



DATE: June 18, 2026  
TO: Transportation Commission  
FROM: Herman Stockinger  
SUBJECT: Commission & Board Resolutions Proposed for Adoption

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### Transportation Commission

Proposed Resolution #1: Approve the Regular Meeting Minutes of May 2026 - NO PRINTED RESOLUTION

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

Proposed Resolution #3: Approval of \$150-300K Maintenance Projects for FY27

Proposed Resolution #4: Repeal Policy Directive (PD)11.0: Expressing the DOT Position on Policy Matters

Proposed Resolution #5: Repeal PD 1004.0: Rockfall Management Policy

Proposed Resolution #6: Disposal of Parcel 7B Rev-EX, Northeast of the City of Sterling, Logan County

Proposed Resolution #7: Relinquishment of I-25 Frontage Road to Johnstown

Proposed Resolution #8: 2026 Legislative Highway Designations

Proposed Resolution #9: Accept NFRMPO GHG Transportation Report

Proposed Resolution #10: State Infrastructure Bank (SIB) Rate Update

Proposed Resolution #11: Accept Happy Canyon Interchange Access Request and System Level Study (SLS)

Proposed Resolution #12: Authorize Opening of Rules and Assignment of a Hearing Officer for 2 CCR 602-14: Chain Law and Passenger Vehicle Traction Law Requirements on the State Hwy System

Proposed Resolution #13: Authorize Opening of Rules and Assignment of a Hearing Officer for 2 CCR 601-17: Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways (Repeal)

Proposed Resolution #14: Authorize Opening of Rules and Assignment of a Hearing Officer for 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Lines)

Proposed Resolution #15: Adoption of the FY 2027-FY 2030 State Transportation Improvement Program (STIP)

Proposed Resolution #16: Approve SIB Loan Transfer of Funds

Proposed Resolution #17: 9<sup>th</sup> Budget Supplement of FY 2025-26

Recognitions and Other Matters: Election of Officers for FY 2026-27

**Bridge and Tunnel Enterprise**

Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of May 2026- NO PRINTED RESOLUTION

Proposed Resolution #BTE2: 11<sup>th</sup> Budget Supplement to FY 2025-26

Proposed Resolution #BTE3: Asset Ownership of BTE Funded and Completed Structures

Other Matters: Election of Officers for FY 2026-27

## **Proposed Resolution #2**

Authorizing CDOT to execute Intergovernmental Contracts, Amendments, and Option Letters over \$750,000 of the projects specified below.

**Approved by the Transportation Commission on June 18, 2026.**

**Whereas**, pursuant to Colorado law at Section 43-1-110(4), C.R.S. the executive director or the chief engineer shall represent the department in negotiations with local governmental entities concerning intergovernmental agreements (IGAs) between the department and local governmental entities to implement the provisions of this article. No IGAs involving more than \$750,000 shall become effective without the approval of the commission.

**Whereas**, CDOT seeks to have the commission approve IGAs contracts identified in the attached IGA Approved Projects list each of which are IGAs greater than \$750,000.

**Whereas**, 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; and

**Whereas**, the Transportation Commission acknowledges that it has reviewed the IGA summary in the consent packet, which included all information necessary; and

**Whereas**, the Transportation Commission has determined that the projects will serve the public interest and/or convenience of the traveling public and that the approval of the projects described in the report will serve the purpose(s) of the project; and

**Now Therefore Be It Resolved**, the Transportation Commission hereby declares that the public interest and/or convenience will be served by approving the contracts identified in the attached IGA Approved Projects list and CDOT is authorized to execute all documents necessary to further these projects except that substantial changes to the project and/or funding will need to be reapproved.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

# June 2026 - IGAs > \$750,000

Region	Project Number(s)	Local Agency	Contract Value	Federal \$ (FHWA&/or USDT funds)	State \$	Local \$	Description
R1	25533	Arvada	\$4,794,983.00	\$4,315,485.00	\$0.00	\$479,498.00	Arvada AM1 – FY25 80 <sup>th</sup> Avenue Signal Upgrades Project. This Amendment 1 increases the Agreement amount of \$3,664,983.00 by \$1,130,000.00 for a new total of \$4,794,983.00. Total Funds - \$4,794,983.00
R2	24744	El Paso County	\$10,206,708.00	\$8,321,227.00	\$0.00	\$1,885,481.00	El Paso County AM1 – Gallery Roads Sidewalk Project. This Amendment 1 increases the Agreement amount of \$640,134.00 by \$9,566,574.00 for a new total of \$10,206,708.00. Total Funds - \$10,206,708.00
	27426	Fremont County	\$794,540.00	\$635,632.00	\$0.00	\$158,908.00	Fremont County OLA – Rehabilitation of Fremont CR 19 over Hardscrabble Bridge Project. Total Funds - \$794,540.00
R3	25414	Summit County	\$1,102,192.95	\$0.00	\$0.00	\$1,102,192.95	Summit County AM2 – East Vail Pass Wildlife Crossings Project. This Amendment 2 increases the Revenue Agreement amount of \$792,192.95 by \$310,000.00 for a new total of \$1,102,192.95. Total Funds - \$1,102,192.95

<b>R4</b>	27018	Estes Park	\$5,979,039.40	\$0.00	\$300,000.00	\$5,679,039.40	Estes Park OLA- Moraine Avenue Multi-Modal Trail. Total Funds - \$5,979,039.40
	23047 26940	Fort Collins & Larimer County	\$7,861,181.00	\$4,354,984.00	\$1,251,288.00	\$2,254,909.00	Ft. Collins & Larimer County Am2- LCR 19 Taft Hill Road Corridor Improvements. This Amendment 2 increases the Agreement amount of \$7,005,818.00 by \$855,363.00 for a new total of \$7,861,181.00. Total Funds - \$7,861,181.00
	25328	Hudson	\$2,511,000.00	\$0.00	\$2,008,800.00	\$502,200.00	Hudson AM1 – Main Street Improvements Project. This Amendment 1 increases the Agreement amount of \$2,011,000.00 by \$500,000.00 for a new total of \$2,511,000.00. Total Funds - \$2,511,000.00
	23383	Mead	\$4,700,000.00	\$2,400,000.00	\$0.00	\$2,300,000.00	Mead AM2 – SH 66-WCR 7 Intersection Pedestrian Underpass & CO 66 Pedestrian Trail Project. This Amendment 2 increases the Agreement amount of \$3,000,000.00 by \$1,700,000.00 for a new total of \$4,700,000.00. Total Funds - \$4,700,000.00
	24798	Weld County	\$3,396,968.18	\$0.00	\$0.00	\$3,396,968.18	Weld County Revenue OLA – CO 392 and WCR 35 Intersection Improvements Project. Total Revenue - \$3,396,968.18
<b>R5</b>	27414	Telluride	\$2,825,926.00	\$2,260,741.00	\$0.00	\$565,185.00	Telluride OLA – Mahoney Bridge Telluride Off-System Replacement Project. Total Funds - \$2,825,926.00

## Transportation Commission Proposed Resolution #3

Fiscal Year 2027 Projects \$150K-\$300K Approval

**Approved by the Transportation Commission on June 18, 2026.**

**Whereas**, under Senate Bill 24-1143, public projects supervised by the Colorado Department of Transportation (CDOT) are exempt from the requirements of the “Construction Bidding for Public Projects Act;” and

**Whereas**, Section 24-92-109, Colorado Revised Statutes, as amended, requires CDOT to prepare cost estimates for projects to be undertaken by CDOT maintenance crews that exceed \$150 thousand, but are less than or equal to \$300 thousand for submission to the Transportation Commission for review and approval; and

**Whereas**, CDOT staff have prepared a cost estimate for this project to be done in Fiscal Year 2027.

**Whereas**, the funding for this project is contained in the Fiscal Year 2027 Budget.

**Now Therefore Be It Resolved**, the Transportation Commission has reviewed the cost estimate, as contained in the official agenda, and approves CDOT Maintenance Forces undertaking the project therein.

### Region 1 Section 5

Hwy	Start	End	Type	Cost
083A	30.1	30.5	Mill and Fill	\$172,609
070A	WB Ramp	Wadsworth	Mill and Fill	\$202,737
			<b>Sum</b>	<b>\$375,346</b>

### Region 1 Section 9

Hwy	Start	End	Type	Cost
285D	232.2	232.9	Mill and Fill	\$255,465
			<b>Sum</b>	<b>\$255,465</b>

**Region 3 Section 2**

Hwy	Start	End	Type	Cost
114A	0	8	Chip Seal	\$225,000
149A	101	107.8	Chip Seal	\$240,000
90B	81.68	87.91	Chip Seal	\$200,000
006D	107.5	110.5	Chip Seal	\$176,512
070A	97	102.4	Chip Seal	\$249,956
141A	101	107.2	Chip Seal	\$283,782
065A	32.8	38.5	Chip Seal	\$272,814
050A	36.2	42.2	Overlay	\$249,000
			<b>Sum</b>	<b>\$1,897,064</b>

**Region 4 Section 1**

Hwy	Start	End	Type	Cost
006J	421.1	421.9	Overlay	\$215,378
071E	182.5	183.5	Overlay	\$233,135
138A	40.4	41.4	Overlay	\$177,208
014B	120.44	121	Overlay	\$151,763
042A	3.75	4.3	Overlay	\$225,552
014C	154	155	Mill and Fill	\$192,286
014C	151.1	151.9	Mill and Fill	\$192,286
034B	187	190	Chip Seal	\$168,000
006J	377	380.2	Chip Seal	\$168,500
			<b>Sum</b>	<b>\$1,724,108</b>

**Region 5 Section 3**

Hwy	Start	End	Type	Cost
090A	1.5	3	Overlay	\$277,718
090A	18	19.5	Overlay	\$274,318
141A	38	43	Chip Seal	\$266,380
550B	88.5	92.5	Chip Seal	\$249,690
550B	44	44.6	Overlay	\$277,316
151A	32.8	33.9	Overlay	\$267,649
140A	4.6	9.6	Chip Seal	\$273,484
084A	16.3	22.3	Chip Seal	\$299,781
145A	69	69.5	Overlay	\$248,694
491B	29.4	29.8	Overlay	\$280,486
041A	0	5	Chip Seal	\$288,609
145A	1.1	4.5	Chip Seal	\$277,501
			<b>Sum</b>	<b>\$3,281,626</b>

**Region 5 Section 7**

<b>Hwy</b>	<b>Start</b>	<b>End</b>	<b>Type</b>	<b>Cost</b>
050A	181	188	Chip Seal	\$300,000
285B	108	115	Chip Seal	\$300,000
			<b>Sum</b>	<b>\$600,000</b>

**Total Cost of All Projects: \$8,133,609**

Sufficient funds exist within the appropriate MPA's to pursue this project.

The project is in accordance with the directive and all other requirements.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #4**

**Approved by the Transportation Commission on June 18, 2026**

**Whereas**, Policy Directive 11.0 Expressing the DOT Position on Policy Matters is outdated and contains gendered language

**Whereas**, PD 11.0 is short and only contains a few sentences about the responsibilities of the Executive Dir when communicating an official policy stance and delegation of authority for communicating that position

**Whereas**, after reviewing both PD 11.2 Communicating with the Media on Behalf of CDOT and 11.0 Expressing CDOT's Position on Policy Matters it was clear that the two can be combined.

**Whereas**, the policy is now completely contained in Procedural Directive 11.2 Communicating with the Media on Behalf of CDOT and Communicating Policy Matters

**Whereas**, PD 11.2 contains procedures for handling media inquiries, press releases, and letters to the editor.

**Whereas**, changes have been made to update PD 11.2 including adding "Section D" which is the information that was previously contained in PD 11.0.

**Now Therefore Be It Resolved**, that Procedural Directive 11.0 Expressing the DOT Position on Policy Matters be repealed

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## Transportation Proposed Resolution #5

**Approved by the Transportation Commission on June 18, 2026**

**Whereas**, Policy Directive 1004 Rockfall Management is outdated and the information in the PD is now contained in other PDs and documents.

**Whereas**, the purpose of PD 1004 is to outline guidelines for CDOT employees for managing rockfall hazards and prioritize rockfall mitigation activities and it was created in 1995.

**Whereas**, the described method for project selection in the PD was superseded in 2014 with the addition of geohazards into the asset management program.

**Whereas**, all the information in the policy is now contained elsewhere in 2022 CDOT Transportation Asset Management Plan (TAMP) and the 2024 Project Development Manual Sections 6.03 and 6.04.

**Whereas**, the TAMP and the Project Development Manual are updated regularly and will encompass updates to geohazard project selection procedures in the future.

**Whereas**, the repeal of PD 1004 will alleviate the potential for conflicting statements in documents and procedures

**Now Therefore Be It Resolved**, that Procedural Directive 1004 Rockfall Management be repealed.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Resolution #6**

Disposal - Parcel 7B Rev-EX, South of I-76 between MM 127 and MM 128, Northeast of the City of Sterling, Logan County

**Approved by the Transportation Commission on June 18<sup>th</sup>, 2026.**

**Whereas**, CDOT acquired 7B Rev in 1966 under Project No I 80S-2(4)121 for the construction of I-76 (formerly SH 2); and,

**Whereas**, Parcel 7B Rev-EX is the entire portion of Parcel 7B Rev; and,

**Whereas**, Parcel 7B Rev-EX contains 101 acres (+/-); and,

**Whereas**, Parcel 7B Rev-EX is located south of I76 between MM 127 and MM 128 northeast of the Town of Sterling in Logan County; and,

**Whereas**, Parcel 7B Rev-EX is located outside of the right of way necessary for I-76; and,

**Whereas**, no state highway improvements have been or will be built on Parcel 7B Rev-EX; and,

**Whereas**, CDOT Region 4 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcel 7B Rev-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

**Whereas**, 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; and,

**Whereas**, CDOT Region 4 has determined that Parcel 7B Rev-EX is no longer needed for transportation purposes and is of use to more than one owner or potential owner; and,

**Whereas**, pursuant to C.R.S. 43-1-210(5)(a)(IV)(B) if no political subdivision exercises its first right of refusal, CDOT will dispose of Parcel 7B Rev-EX at fair market value; and,

**Whereas**, CDOT will be relieved of maintenance responsibilities and liability associated with this parcel and funds from the disposal of Parcel 7B Rev-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; and,

**Whereas**, CDOT Region 4 has determined that disposing of Parcel 7B Rev-EX will not affect the operation, maintenance, use or safety of CDOT's facility; and,

**Whereas**, 23 C.F.R. 710.409(a) grants CDOT the authority to dispose of property in compliance with the CDOT/FHWA Stewardship and Oversight Agreement; and,

**Whereas**, FHWA approved the disposal of Parcel 7B Rev-EX on May 19, 2026; and,

**Whereas**, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n) and C.R.S. 43-1-210(5)(a)(I) to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

**Whereas**, CDOT Region 4 has declared through Keith Stefanik as Chief Engineer that Parcel 7B Rev-EX, containing 101 acres (+/-), is not needed for transportation purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that Parcel 7B Rev-EX is not needed for transportation purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to 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, the Department of Transportation be given authority to declare Parcel 7B Rev-EX as excess land and dispose of 101 acres (+/-) of land that is no longer needed for transportation purposes at fair market value.

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Herman Stockinger,  
Secretary Transportation Commission of Colorado

## **Transportation Commission Resolution #7**

Relinquishment of State Highway: Interstate 25 East Frontage Road, Town of Johnstown, Larimer County

**Approved by the Transportation Commission on June 18<sup>th</sup>, 2026.**

**Whereas**, CDOT owns 3.9 (+/-) linear miles of State Highway in the Town of Johnstown, Larimer County, identified as I-25 East Frontage Road; and,

**Whereas**, that portion of I-25 East Frontage Road begins at the southerly right-of-way of State Highway 60 (MM 253.2) and ends at the northerly right-of-way of Ronald Reagan Blvd (MM 257.1); and,

**Whereas**, the I-25 East Frontage Road includes portions of right-of-way that were acquired in the 1940s, 50s, and 60s for the construction of I-25 and the I-25 Frontage Roads (then SH 185) under projects F.A.P. 44-A(1) and I25-3(16)251; and,

**Whereas**, the I-25 East Frontage Road also includes portions of right-of-way that were acquired in the late 2010s for the widening of I-25 and the realignment of the I-25 Frontage Roads under projects IM 0253-255 and IM 0253-270; and,

**Whereas**, the I-25 East Frontage Road relinquishment is comprised of five parcels; and,

**Whereas**, Parcel DEV-803 contains 88,920 sq ft (2.041 acres) (+/-), begins at MM 253.2 and extends north to 253.4; and,

**Whereas**, Parcel DEV-801 contains 351,887 sq ft (8.078 acres) (+/-), begins at MM 253.4 and extends north to MM 254; and,

**Whereas**, Parcel DEV-804 contains 305,724 sq ft (7.018 acres) (+/-), begins at MM 254 extends north to MM 254.6; and,

**Whereas**, Parcel DEV-802 contains 107,570 sq ft (2.470 acres) (+/-), begins at MM 254.6 to and extends north to MM 254.65; and,

**Whereas**, Parcel DEV-534 contains 1,364,788 sq ft (31.331) (+/-), begins at MM 254.65 and extends north to MM 257.1; and,

**Whereas**, CDOT will reserve the three drainage and utility easements for the purposes of construction, operation, and maintenance of utilities and drainage improvements; and,

**Whereas**, easement DUE-534 contains 168,141 sq ft (3.860 acres) (+/-) and includes most of the State Highway 402 and I-25 intersection between MM 255.2 (+/-) and MM 255.4 (+/-); and,

**Whereas**, easement DUE-534A contains 154,888 sq ft (3.556 acres) (+/-) and runs parallel and adjacent along the east side of the frontage road, crossing the frontage road in several locations between MM 255.6 (+/-) and MM 256.9 (+/-); and,

**Whereas**, easement DUE-534B contains 1,875 sq ft (0.043 acres) (+/-) runs parallel and adjacent along the west side of the frontage road from MM 256.9 (+/-) to MM 257.1;

and,

**Whereas**, CDOT Region 4 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that the relinquishment of the I-25 East Frontage Road will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

**Whereas**, Colorado Revised Statute (C.R.S) 43-2-106(1)(a) provides that the Transportation Commission may determine that a State Highway, or portion thereof, no longer functions as a State Highway, and with the agreement of each affected county or municipality, the State Highway, or portion thereof, can be relinquished to the affected county or municipality; and,

**Whereas**, 23 C.F.R. 710.409 allows for the relinquishment of frontage roads to another governmental agency for continued highway use with the approval of the Federal Highway Administration (FHWA); and,

**Whereas**, FHWA approved the relinquishment of the I-25 East Frontage Road on May 19, 2026; and,

**Whereas**, on December 3, 2018, the governing body of the Town of Johnstown adopted Resolution No. 2018-22, authorizing the Town to enter into an Intergovernmental Agreement (IGA) to negotiate the conditions of the relinquishment of the I-25 East Frontage Road by CDOT and acceptance by the Town of Johnstown pursuant to the terms and conditions of the IGA; and,

**Whereas**, pursuant to C.R.S. 43-2-106(1)(a), within 90 days of the official notification of such relinquishment by the Transportation Commission, the governing body of the Town of Johnstown shall adopt a resolution agreeing to the State's relinquishment of the I-25 East Frontage Road committing the Town of Johnstown to assume ownership of said highway segment in its current "as is" condition; and,

**Whereas**, upon passing resolution accepting the relinquished portion of the I-25 East Frontage Road by the governing body of the Town of Johnstown, CDOT will execute a quitclaim deed with a provision for reversion of the said highway to CDOT for failure to continue public ownership in compliance with 23 C.F.R. 710.409(d); and,

**Whereas**, CDOT will be relieved of maintenance responsibilities and liability associated with this portion of the I-25 East Frontage Road; and,

**Whereas**, 23 C.F.R. 710.409(a) grants CDOT the authority to dispose of property in compliance with the CDOT/FHWA Stewardship and Oversight Agreement; and,

**Whereas**, pursuant to C.R.S. 43-1-106(8)(n) and C.R.S. 43-1-210(5)(a)(I) the Chief Engineer and the Department of Transportation are authorized, subject to approving resolution of the Transportation Commission, to make determinations regarding land no longer needed for State Highway purposes; and,

**Whereas**, CDOT Region 4 has declared through Keith Stefanik as Chief Engineer that the I-25 East Frontage Road, containing 3.9 (+/-) linear miles, is no longer needed for State Highway purposes; and,

**Whereas**, the Transportation Commission concurs with the Chief Engineer that the I-25

East Frontage Road between MM 253.2 (+/-) and MM 257.1 (+/-) is not needed for State Highway purposes now or in the foreseeable future; and,

**Now Therefore Be It Resolved**, pursuant to 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, the Department of Transportation be given authority to relinquish the I-25 East Frontage Road between MM 253.2 (+/-) and MM 257.1 (+/-), containing 3.9 (+/-) linear miles to the Town of Johnstown for continued use as a city street.

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Herman Stockinger,  
Secretary Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #8**

**Approved by the Transportation Commission on June 18th, 2026.**

**Whereas**, TC Policy Directive 1503.0 establishes a consistent statewide process regarding the designation or memorializing of highways, bridges, or other highway components, and; (Note; use add or remove line features instead of using the space bar - text not bold after Whereas)

**Whereas**, All legislative designations allow CDOT to accept gifts, grants, and donations to install memorial signage. As such, no state funds will be used to produce, erect, or install these signs, and;

**Whereas**, House Joint Resolution 26-1030 passed the State Legislature, designating the portion of State Highway 14 between mile marker 165 and 167 as "Mono & Matt Road" and;

**Whereas**, House Joint Resolution 26-1026 passed the State Legislature, designating I-25 between mile marker 204.51 and mile marker 213.13 as the "Governor Roy Romer Highway";

**Whereas**, House Joint Resolution 26-1024 passed the State Legislature, designating the portion of State Highway 92 from mile marker 3 to mile marker 7, and that travels through Read, Colorado, as the "Educators and Teachers Memorial Highway";

**Whereas**, House Resolution 26-1005 passed the State House, designating that State Highway 47, located in Pueblo County, Colorado, be renamed "Dolores Huerta Boulevard";

**Whereas**, House Joint Resolution 26-1022 passed the State Legislature, designating that the portion of State Highway 007C (Arapahoe Rd.) from U.S. 36 (MM 52.29) to U.S. 287 (MM 60.683) be designated as the "Road of Remembrance";

**Whereas**, House Joint Resolution 26-1018 passed the State Legislature, designating that the entire portion of State Highway 86 through Elbert County, Colorado, be designated and branded the "Plains-to-Pines Scenic Corridor";

**Whereas**, CDOT staff recommends that the Transportation Commission approve the six state highway resolutions passed by the 2026 Colorado General Assembly.

**Now Therefore Be It Resolved**, that the Colorado Transportation Commission approves the highway designations that the Colorado General Assembly passed during the 2026 General Legislative Session:

Mono & Matt Road

Governor Roy Romer Highway

Educators & Teachers Memorial Highway

Dolores Huerta Boulevard

Road of Remembrance

Plains-to-Pines Scenic Corridor

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Proposed Resolution #09**

Concerning the North Front Range Metropolitan Planning Organization's June 2026 GHG Transportation Report associated with their amended 2050 Regional Transportation Plan and amended FY26-FY29 Transportation Improvement Program as required in Rule 2 CCR 601-22 (Planning Rules).

**Approved by the Transportation Commission on June 18, 2025.**

**Whereas**, Senate Bill 21-260 directed the Transportation Commission of Colorado ("the Commission") to adopt procedures and guidelines requiring CDOT and MPOs to take additional steps in the planning process for regionally significant transportation projects to account for the impacts on the amount of statewide GHG pollution and statewide vehicle miles traveled that are expected to result from those projects; and

**Whereas**, Senate Bill 21-260 also specified implementing relevant measures pursuant to §25-7-105, C.R.S.; reducing GHG emissions to help achieve statewide GHG pollution reduction targets established in House Bill 19-1261 (now codified in § 25-7-102(2)(g) and 105(1)(e), C.R.S.); and considering the role of land use in the transportation planning process; and

**Whereas**, on December 16, 2021 the Commission adopted updated Planning Rules, which included greenhouse gas reduction levels for CDOT in non-MPO areas, DRCOG, and NFRMPO; and

**Whereas**, the Commission adopted Policy Directive No. 1610 on May 19, 2022, with minor amendments thereafter (as amended, the "Policy Directive") which guides implementation on the planning rules and use of GHG Mitigation measures; and

**Whereas**, the NFRMPO is nearing completion of their 2050 Regional Transportation Plan amendment and FY26-29 TIP amendment and the Planning Rules require NFRMPO to provide the Commission "at least 30 days prior to adoption" of their applicable planning document a GHG Transition Report (Report) containing a GHG emissions analysis, and if applicable a GHG Mitigation Action Plan demonstrating the the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

**Whereas**, Under Rule 8.05 of the Planning Rules, the Commission, within thirty days of receipt of the GHG Transportation Report or at the next regularly scheduled Commission meeting, whichever is later, shall determine whether the applicable GHG Reduction Levels in Table 1 have been met and the sufficiency of any GHG Mitigation measures needed for compliance.

**Whereas**, on June 10, 2026 the Commission received NFRMPO’s GHG Transportation Report reflecting the results of modeling the amended 2050 Regional Transportation Plan and amended FY26-29 TIP for NFRMPO’s GHG compliance area pursuant to the Planning Rules; and

**Whereas**, NFRMPO and CDOT have discussed the practice of using PD 1610 calculation methods and presenting them as “off-model” GHG emissions reductions in the GHG Transportation report and CDOT will be revisiting the suitability of using PD 1610 emission factors to represent GHG reduction benefits outside of a Mitigation Action Plan for future applicable planning document compliance demonstrations; and

**Whereas**, the Report concludes that NFRMPO will achieve the required reduction levels under the Planning Rules; and

**Now Therefore Be It Resolved**, after review and consideration of the NFRMPO Report, the Commission finds the Report and the NFRMPO to be in compliance with the Planning Rules and to have achieved the required reduction levels.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #10**

Resolution to adopt the State Infrastructure Bank interest rate for loans originating in the first half of State fiscal year 2026-2027, and the origination fee schedule for fiscal year 2026-2027.

**Approved by the Transportation Commission on June 18, 2026**

**WHEREAS**, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

**WHEREAS**, §43-1-113.5 C.R.S. establishes certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

**WHEREAS**, the Transportation Commission has adopted rules, pursuant to §43-1-113.5 C.R.S., regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

**WHEREAS**, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate on loans no later than June 30, of each year for loans originating during the ensuing months of July, August, September, October, November, and December of the next fiscal year; and

**WHEREAS**, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is required to set the bank's interest rate on loans no later than December 31, of each year for loans originating during the ensuing months of January, February, March, April, May, June of the fiscal year; and

**WHEREAS**, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission is, at their discretion, able to apply the origination fee schedule on loans originating during Resolution period; and

**WHEREAS**, pursuant to 2CCR 605-1 (rule 5) the Transportation Commission adopted the Rule's established origination fee for all loans originating in State fiscal year 2026-2027 based on the following schedule: the fee shall be a maximum of: 1.00% for loan proceeds up to \$1 million, 3/4th a percent on loan proceeds over \$1 million and up to \$2.5 million, one-half percent on the amount of loan proceeds over \$2.5 million and up to \$5 million, and one quarter percent on the amount of loan proceeds over \$5 million; and

**WHEREAS**, based on current market conditions, the Division of Accounting and Finance (DAF) has recommended an interest rate of three and a half percent (3.5%) on all loans applied for in the second half of the State fiscal year 2026-2027; and

**NOW THEREFORE BE IT RESOLVED**, the Transportation Commission authorizes the Chief Financial Officer (CFO), under the terms and provisions set forth in the adopted rules to assess an interest rate of three and a half percent (3.5%) on all bank loans, and at the discretion of the Transportation Commission apply the origination fee schedule on bank loans for the second half of the State fiscal year 2026-2027.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

Transportation Commission Proposed Resolution #11  
Resolution for Happy Canyon 1601 Interchange Approval

**Approved by the Transportation Commission on June 18, 2026.**

**WHEREAS**, in April 2021 the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

**WHEREAS**, the City of Castle Pines has completed a System Level Study (SLS), National Environmental Policy Act (NEPA) Categorial Exclusion (CatEx), and Minor Interchange Modification Request (MIMR) for a modified interchange at I-25 and Happy Canyon Road; and

**WHEREAS**, in accordance with the Policy Directive 1601, the staff of the Colorado Department of Transportation (CDOT) has reviewed the System Level Study and found it to be consistent with the Policy Directive 1601; and

**WHEREAS**, in accordance with the Policy Directive 1601, the System Level Study documents the need for the modified Interchange at I-25 and Happy Canyon Road to accommodate anticipated travel volumes at acceptable levels of service for the next 20 years; and

**WHEREAS**, the modified interchange will provide regional mobility and multimodal benefits, enhancement to the local ancillary road network, public safety and operational improvements, improved I-25 incident response and evacuation efficiencies; and

**WHEREAS**, the cost to reconstruct the modified Interchange is estimated to be \$42.0 million in 2026 dollars; and

**WHEREAS**, the City of Castle Pines, Douglas County, CDOT Bridge and Tunnel Enterprise (BTE), and nearby developers are funding 100 percent of the reconstruction of the Interchange at I-25 and Happy Canyon Road; and

**WHEREAS**, all costs and responsibilities associated with project maintenance and operations shall be determined through an Intergovernmental Agreement (IGA) between the City of Castle Pines and CDOT consistent with the financial plan in this System Level Study; and

**WHEREAS**, approval of the Final Maintenance and Operations IGA by the Chief Engineer consistent with the financial plan included in the Systems Level Study is necessary prior to construction; and

**WHEREAS**, in accordance with the Policy Directive 1601, the City of Castle Pines was an active participant in the System Level Study and is in agreement with the proposed project and financial plan as described in the System Level Study; and

**WHEREAS**, Transportation Commission approval of the System Level Study is contingent upon CDOT (and FHWA on the Interstate System) approval of the proposed NEPA Categorical Exclusion for this project; and

**WHEREAS**, the Transportation Commission recognizes that this approval is not the final approval step, and recognizes that, should the environmental document identify a preferred alternative different from that identified in the System Level Study, the Transportation Commission will reconsider the System Level Study; and

**WHEREAS**, this proposed project by the Transportation Commission is consistent with and depicted in the Denver Regional Council of Governments (DRCOG) in the fiscally constrained 2050 Regional Transportation Plan and FY 2026-2029 Transportation Improvement Program; and

**WHEREAS**, the City of Castle Pines must obtain approval of the applicable FHWA interchange access, design and environmental decision documents by the CDOT Chief Engineer and/or FHWA prior to final approval by the Chief Engineer; and

**WHEREAS**, the applicant must demonstrate significant progress towards implementation of the project within 3 years of the date of approval of this resolution.

**NOW THEREFORE BE IT RESOLVED,**

The Transportation Commission approves the System Level Study for the Interchange Improvements at I-25 and Happy Canyon Road pending:

1. Completion and approval of the appropriate environmental decision document consistent with the CDOT Environmental Stewardship Guide; and
2. Approval of applicable interchange access, design, Transportation Demand Management strategies and environmental permitting documents by the appropriate agencies; and
3. Approval by the Chief Engineer of an IGA for the financing, construction, maintenance and operations of the facilities associated with the construction of the Interchange consistent with the System Level Study.
4. Approval by the Chief Engineer of an IGA for the proposed and ongoing TDM measures relative to the 1601 policy and 3% ADT reduction requirements as outlined in the “good faith effort” proposed in the TDM plan for approval.

The Chief Engineer is authorized to enter into an IGA with the applicant for the construction, maintenance and operations of the facilities associated with the construction, operations and maintenance of the Interchange at I-25 and Happy Canyon Road and with the City of Castle Pines consistent with this System Level Study.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

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Date

## Transportation Commission Proposed Resolution #12

Approved by the Transportation Commission on June 18, 2026

**Whereas**, SB25-069 created a new permit which authorizes installation or removal of tire chains or alternate traction devices (ATDs) at a location designated in the permit (chain up stations)

**Whereas**, a redline has been made of 2 CCR 602-14: Chain Law and Passenger Vehicle Traction Law Requirements on the State Highway System based on the requirements in statute

**Whereas**, the redline contains the procedures for issuing and revoking a permit and the requirements to be issued a permit, permittee responsibilities, safety requirements, and super single tire chain requirements

**Now Therefore Be It Resolved**, that rules 2 CCR 601-17 Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways be opened with Andrew Hogle assigned as Hearing Officer.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## Transportation Commission Proposed Resolution #13

Approved by the Transportation Commission on June 18, 2026

**Whereas**, statute requires CDOT to conduct a review of its rules to assess the continuing need for, the appropriateness of, and the cost effectiveness of its rules to determine if they should be continued in their current form, modified, or repealed

**Whereas**, 2 CCR 601-18 Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways have been in place since 2008 and is outdated

**Whereas**, the purpose of the rules was to establish consistency regarding the applications for recycled waste tire grants pertaining to noise mitigation measures pursuant to sections 43-2-401 to 404 C.R.S

**Whereas**, the mandate to make rules under statute was removed in the 2026 legislative session as part of the Department cleanup bill HB 26-1076.

**Whereas**, the rules were originally created to promote waste tires as material to build noise walls but no noise mitigation measures of any type have ever been built under the rules.

**Whereas**, if an applicant were to apply for a to build noise mitigation measure on CDOT Right of Way, the current statute provides enough information to process that request without the rules

**Now Therefore Be It Resolved**, that rules 2 CCR 601-17: Use of Waste Tires for Noise Mitigation Purposes Along Colorado State Highways be opened with Andrew Hogle assigned as Hearing Officer.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## Transportation Commission Proposed Resolution #14

Approved by the Transportation Commission on June 18, 2026

**Whereas**, HB25-1292 (C.R.S. 43-1-228) requires CDOT to update its rules concerning access to state highway right of way (ROW) to accommodate high voltage line pursuant to the state highway utility accommodation code, 2 CCR 601-18, or any successor code

**Whereas**, a redline has been made of 2 CCR 601-18 which clarifies as the law requires that longitudinal high voltage lines may be permitted in state highway ROW identified criteria are met

**Whereas**, the redline contains a process through which a transmission developer must submit a permit request for a high voltage line, establishes the process for the denial of a permit request submit, and set the surcharges for a transmission developer's access to a state highway ROW

**Now Therefore Be It Resolved**, that rules 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Lines) be opened with Andrew Hogle assigned as Hearing Officer.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #15**

Adoption of the Fiscal Year 2027-2030 Statewide Transportation Improvement Program (STIP).

**Approved by the Transportation Commission on June 21, 2026.**

**Whereas**, the Fiscal Year 2027-2030 Statewide Transportation Improvement Program has been prepared in accordance with 23 CFR Parts 450.210 and 450.216; and

**Whereas**, the Fiscal Year 2027-2030 Statewide Transportation Improvement Program is consistent with the 2045 Statewide Transportation Plan; and

**Whereas**, 23 CFR Part 450.210 requires public comment on the proposed Statewide Transportation Improvement Program, which was solicited between April 27, 2026 and May 29, 2026, and

**Whereas**, 23 USC Part 128 requires state transportation departments to hold a public hearing for transportation plans, which was convened by the Transportation Commission on May 21, 2026; and

**Whereas**, 23 CFR Part 450.104 defines fiscal constraint as a demonstration that the projects in the STIP can be implemented using committed, available, or reasonably available resources with reasonable assurance that the federally supported transportation system is being adequately operated and maintained; and

**Whereas**, CDOT staff has included fiscal constraint validation in the STIP document and, per Transportation Commission guidance, submits a program to maintain and improve the existing state transportation system; and

**Whereas**, the CDOT Executive Director has signed the Self-Certification document stating that CDOT has abided by all federal regulations pertaining to the development and public process for the STIP; and

**Whereas**, Further, the updated MPO TIP for the Grand Valley Metropolitan Planning Organization (GVMPO) has been adopted by their Board, and it is anticipated that they will be signed and approved by the Governor by June 30, 2026. The updated TIP will be incorporated into the STIP administratively at that time; and

**Whereas**, The Denver Regional Council of Governments (DRCOG), North Front Range Metropolitan Planning Organization (NFRMPO), the Pikes Peak Area Council of Governments (PPACG) and the Pueblo Area Council of Governments (PACOG) are on different update cycles and will be adopting their updated TIPs later in 2026 or in 2027; and

**Whereas,** Projects slated for FY2030 for those MPOs will not be included in the STIP until those TIPs are adopted by their respective Boards and approved by the Governor.

**Whereas,** the Fiscal Year 2027-2030 Statewide Transportation Improvement Program is ready to be adopted by the Transportation Commission and released for approval by the Federal Highway Administration and the Federal Transit Administration; and

**Whereas,** this Fiscal Year 2027-2030 Statewide Transportation Improvement Program will become effective July 1, 2026, and cover the period from that time until June 30, 2030.

**Now, Therefore Be It Resolved,** that the Colorado Transportation Commission adopts the Fiscal Year 2027-2030 Statewide Transportation Improvement Program and directs staff to submit the Fiscal Year 2027-2030 Statewide Transportation Improvement Program to the Federal Highway Administration and the Federal Transit Administration for approval.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #16**

Resolution to approve the temporary transfer of funds from the Statewide Infrastructure Bank Highway account to the Aviation account.

**Approved by the Transportation Commission on June 18, 2026**

**Whereas**, the Colorado State Infrastructure Bank (bank) is a transportation investment bank with the ability to make loans to public and private entities for the formation of public transportation projects within the state; and

**Whereas**, §43-1-113.5 C.R.S. establishes certain provisions for the bank and established within the bank, a highway account, a transit account, an aviation account and a rail account; and

**Whereas**, pursuant to §43-1-113.5(1) C.R.S. the bank is designated as a revolving fund, continuously appropriated and administered by the executive director

**Whereas**, pursuant to §43-1-113.5(3) C.R.S., the Transportation Commission has adopted rules, regarding the eligibility requirements, disbursement of funds, interest rates, and repayments of loans from the bank; and

**Whereas**, Procedural Directive 720.1 as adopted on May 12, 2023, provides the Colorado Aeronautical Board the authority to approve Colorado State Infrastructure bank loans associated with the bank's Aviation account;

**Now Therefore Be It Resolved**, the Transportation Commission authorizes the Chief Financial Officer (CFO), under the terms and provisions set forth in the adopted rules to transfer funds in the amount of \$1,800,000 from the bank's highway account to the bank's aviation account with the proviso that subsequent to this transfer all payments received for outstanding account loans associated with the bank's aviation account will be immediately transferred back to the bank's highway account until the entire \$1,800,000 has been returned.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

## **Transportation Commission Proposed Resolution #17**

Approval and Adoption of the Ninth Supplement to the Fiscal Year 2025-2026 Budget for the Colorado Department of Transportation.

**Approved by the Transportation Commission on June 18, 2026**

**Whereas**, the budget requests being presented to the Transportation Commission this month have been reviewed and were determined to meet the criteria outlined in Policy Directive 703.0, requiring approval by the Transportation Commission; and

**Whereas**, the project requests included in the Supplement and detailed below are consistent with the FY 2026 through FY 2029 STIP, and funds are available from existing program allocations, unless otherwise indicated.

### **Transfer from Program Reserve of the Transportation Commission**

Region 4 requests \$7M in Transportation Commission Program Reserve funds to award the final construction package for the CO 119 Safety, Mobility and Bikeway Project at the Hover Street intersection (CP3).

**Now Therefore Be It Resolved**, after review and consideration, the Ninth Supplement to the Fiscal Year 2025-2026 Budget is approved by the Transportation Commission.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

**Proposed Resolution #BTE2**

Approval and Adoption of the Eleventh Fiscal Year 2025-26 Project Budget Supplement for the Statewide Bridge and Tunnel Enterprise (BTE).

**Approved by the Bridge and Tunnel Enterprise Board of Directors on June 18, 2026.**

**Whereas**, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, defined in C.R.S. § 43-4-803(10) as those bridges identified by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

**Whereas**, in 2021, the Colorado General Assembly passed Senate Bill 21-260, which was signed into law by the Governor on June 17, 2021, expanding the BE to include both designated bridge projects and surface transportation infrastructure projects for tunnels and renaming the expanded enterprise the Statewide Bridge and Tunnel Enterprise (BTE), C.R.S. § 43-4-805(2)(a)(I)(2021); and

**Whereas**, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

**Whereas**, pursuant to C.R.S. § 43-4-805(5)(m), the BTE Board of Directors (the “Board”) is empowered to set and adopt, on an annual basis, a program budget for the BTE; and

**Whereas**, under Policy Directive 703.0, approval by the Board is required to establish initial funding for BTE-eligible construction projects as well as any project increases above certain thresholds over the life of the project; and

**Whereas**, the project request(s) included in the Supplement and summarized below are consistent with the FY 2025-26 through FY 2028-29 Statewide Transportation Improvement Program (STIP); and

Description	Region	Project Number	Eligible Structures Addressed	Amount Requested
Initiate Design Phase	1	27563	F-13-X, F-13-Y	\$ 1,071,800
Initiate Design Phase	5	26662	N-01-A, M-01-G	\$ 508,173

**Whereas**, the project budget request(s) being presented to the Board for approval this month have been reviewed and met BTE funding eligibility as well as prioritization criteria; and

**Now Therefore Be It Resolved**, after review and consideration, the Tenth Supplement to the Fiscal Year 2025-26 Budget is approved by the Bridge and Tunnel Enterprise Board.

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Herman Stockinger, Secretary  
Statewide Bridge and Tunnel Enterprise Board of Directors

## Proposed Resolution #BTE3

Acknowledgement of New Bridge Assets Funded by the Bridge and Tunnel Enterprise and Completed in Fiscal Year 2025-26.

**Approved by the Bridge and Tunnel Enterprise Board of Directors on June 18, 2026.**

**Whereas**, in 2009, the Colorado General Assembly created the Colorado Bridge Enterprise (BE) in C.R.S. § 43-4-805 as a government-owned business within CDOT for the business purpose of financing, repairing, reconstructing, and replacing designated bridges, defined in C.R.S. § 43-4-80(10) as those bridges identified by CDOT as structurally deficient or functionally obsolete and rated by CDOT as poor; and

**Whereas**, in 2021, the Colorado General Assembly expanded Colorado Bridge Enterprise to include both designated bridge projects and surface transportation infrastructure projects for tunnels, and, in so doing, re-named the expanded enterprise as the Statewide Bridge and Tunnel Enterprise, C.R.S. § 43-4-80(2)(a)(I); and

**Whereas**, in 2023, the Colorado General Assembly passed House Bill 23-1276, which was signed into law by the Governor on May 15, 2023, approving the expansion of the scope of the BTE authority to include preventative maintenance for bridges rated as fair and good and to include the repair, reconstruction, replacement, and maintenance of bridges rated as fair if they are bundled with a project to address a designated bridge; and

**Whereas**, pursuant to C.R.S. § 43-4-805(5)(f) authorized the Bridge and Tunnel Enterprise Board of Directors to enter into agreements with the Transportation Commission, under which the Bridge and Tunnel Enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

**Whereas**, under current accounting procedures, the Bridge and Tunnel Enterprise no longer accepts transfers of existing bridges that are programmed for replacement in advance, and allocated BTE funding directly to the planned replacement structures with newly assigned Bridge IDs itemized below;

Region	New Structure ID	Facility Carried over Featured Intersection	Project Final Acceptance Date
4	D-28-DA	US 34 ML over Republican River	6/25/2025
4	I-24-Z	US 40 over Folger Gulch	7/16/2025
5	P-12-AA	US 285 over Conejos River Overflow	5/1/2026

**Now Therefore Be It Resolved**, the Bridge and Tunnel Enterprise Board of Directors hereby accepts (i) maintenance responsibility for and (ii) ownership for accounting purposes of the three new bridge assets with new bridge identification numbers listed above.

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Herman Stockinger, Secretary  
Statewide Bridge and Tunnel Enterprise Board of Directors