



DATE: March 19, 2026
TO: Transportation Commission
FROM: Herman Stockinger
SUBJECT: Commission & Board Resolutions Proposed for Adoption

Transportation Commission

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

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

Proposed Resolution #3: Disposal Parcel 140R-Rev1, Steamboat Springs, US 40

Proposed Resolution #4: John "Jack" Thurman Memorial Highway Designation Approval

Proposed Resolution #5: R4 Access Appeal Access Application #425127 on SH 85

Proposed Resolution #6: Condemnation Authorization Request - US 160 Elmore's East Project

Proposed Resolution #7: 6th Budget Supplement of FY 2025-26

Proposed Resolution #8: FY 2026-27 Final Annual Budget Allocation Plan

Proposed Resolution #9: Pueblo Area Council of Governments (PACOG) GHG Transportation Report

Proposed Resolution #10: CDOT GHG Transportation Report

Bridge and Tunnel Enterprise

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

Proposed Resolution #BTE2: Final FY2026-27 BTE Budget Allocation Plan for Adoption

Transportation Commission 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 March 19, 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.

Herman Stockinger, Secretary
Transportation Commission of Colorado

March 2026 - IGAs > \$750,000

Region	Project Number(s)	Local Agency	Contract Value	Federal \$ (FHWA&/or USDT funds)	State \$	Local \$	Description
R1	23574	Littleton	\$20,052,500.00	\$16,042,000.00	\$0.00	\$4,010,500.00	Littleton AM2 – Santa Fe Drive and Mineral Avenue Improvements Project. This Amendment 2 increases the total Agreement amount of \$15,815,000.00 by \$4,237,500.00 for a new total of \$20,052,500.00. Total Funds - \$20,052,500.00
R5	26604	Town of Bayfield	\$2,359,085.00	\$2,037,502.00	\$321,583.00	\$0.00	Bayfield AM2 – US Highway 160 Road Improvement and New Traffic Signal Project. This Amendment 2 increases the total Agreement amount of \$1,868,583.00 by \$490,502.00 for a new total of \$2,359,085.00. Total Funds - \$2,359,085.00

Transportation Commission Proposed Resolution #3

Disposal - Parcel 140R-Rev1, US Highway 40, City of Steamboat Springs, County of Routt

Approved by the Transportation Commission on March 19, 2025.

Whereas, Parcel 140R-Rev1 is located south of US Highway 40 at 1605 Lincoln Avenue in the City of Steamboat Springs, County of Routt, and contains 1.8 Acres (+/-) of land that is located outside of the right of way necessary for US Highway 40; and,

Whereas, Parcel 140R-Rev1 is comprised of all of Parcel 140R and a portion of Parcel 140 which were acquired by CDOT as part of Project No. FR040-2(26) in 1989 and a portion of Parcel H-1 as part of Project No. QRF 040-2(10) acquired in 1976 for the construction of US Highway 40; and,

Whereas, The City of Steamboat Springs and CDOT have jointly determined that Parcel 140R-Rev1 is a good fit for the City to utilize as part of a sustainable, attainable workforce housing project.; and,

Whereas, C.R.S. 43-1-210(5) and 23 CFR 710 403(e) require CDOT to obtain fair market value for the sale of property; and,

Whereas, C.R.S. 43-210(5) also defines a right of first refusal process for the sale of CDOT property; and,

Whereas, When a CDOT excess property has value to more than one adjacent owner, any political subdivision of the state with taxing authority over the property has a first right of refusal to acquire the property for fair market value; and,

Whereas, The City of Steamboat and CDOT have negotiated a contract for the City to acquire the property for fair market value; and,

Whereas, no highway improvements have been or will be built on Parcel 140R-Rev1; and,

Whereas, the declaration of excess will not affect the operation, maintenance, use or safety of CDOT's facility; and,

Whereas, CDOT Region 3 would like to dispose of 140R-Rev1 containing 1.8 Acres (+/-); and,

Whereas, the Chief Engineer and the Department of Transportation are authorized pursuant to C.R.S. 43-1-106(8)(n); 43-1-110; 43-1-114(3) and 43-1-210(5) 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 3 has declared through Keith Stefanik as Chief Engineer that Parcel 140R-Rev1 containing 1.8 Acres (+/-) is not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that this property 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(8)(n); 43-1-110; 43-1-114(3)

and 43-1-210; Code of Federal Regulations and Title 23, Part 710, Section 409 (23 CFR 710.409) the Department of Transportation be given authority to declare Parcel 140R-Rev1 as excess land and convey 1.8 Acres (+/-) of land that is directly adjacent to the City of Steamboat Springs in exchange for Fair Market Value; and,

Be it Also Resolved, that it is CDOT's intention to use the funds from the sale of this parcel to invest in the City of Steamboat Springs future sustainable, attainable workforce housing project, to obtain housing units for CDOT's workforce located in the Yampa Valley.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #4

Adoption of the Designation of Sergeant John "Jack" Thurman Memorial Highway

WHEREAS, TC Policy Directive 1503.0 establishes a consistent statewide process regarding the designation or memorializing of highways, bridges, or other highway components, and;

WHEREAS, All legislative memorial 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, Senate Joint Resolution SJR 26-001 passed, designating the portion of State Highway 34 from Wilson Ave. to North County Rd. 23H "Designate Sergeant John "Jack" Thurman Memorial Highway." and;

WHEREAS, CDOT staff recommends that the Transportation Commission approve the resolution passed by the 2026 Colorado General Assembly.

NOW THEREFORE BE IT RESOLVED that the Colorado Transportation Commission approves the highway designation that the Colorado General Assembly passed during the 2026 general legislative session:

Designate Sergeant John "Jack" Thurman Memorial Highway."

Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #5

Approve Referral of CDOT Region 4 Access Appeal to the Office of Administrative Courts, C.R.S. § 43-2-147(6)(c) & 2 CCR 601-1:2.9

Approved by the Transportation Commission on March 19, 2026.

WHEREAS, Applicant 8 ½ Enterprises, LLC, through its authorized representative Kyle Regan, submitted a State Highway Access Permit Application dated November 14, 2025 (the “Application”); and

WHEREAS, the Application requests a Highway Access Permit for a change in use of an existing historical field approach access to State Highway 85 (“SH 85”) to service the property identified as Parcel # 147118000060, in Weld County, Colorado (the “Property”); and

WHEREAS, the Property to be served by the permit is owned by 8 ½ Enterprises, LLC (“8 ½ Enterprises”); and

WHEREAS, the location of the proposed access is approximately 0.80 miles north of Weld County Road 8, on the east side of SH 85, and within 675 feet milepost 240.000; and

WHEREAS, the Application identifies the existing property use as “Agricultural/Grassing”; and

WHEREAS, the Application seeks to change the existing use to a commercial or industrial access for a gravel mining operation; and

WHEREAS, 8 ½ Enterprises LLC acquired the Property via Special Warranty Deed dated April 10, 2025, from Grantors Martin K. Williams, Katherine M. Reeves, William R.H. Reeves, H & E Sasaki Revocable Trust dated October 30, 2001, Sasaki Family Holdings LLC, Susan K. Reeves, and Tom Sasaki Family Trust; and

WHEREAS, SH 85 is a category E-X highway (Expressway, Major Bypass) under the State Highway Access Code, 2 CCR 601-1A; and

WHEREAS, CDOT denied the Application on December 10, 2025, explaining that the Application was denied based upon the following 1) the US-85 Access Control Plan, effective since 2000, requires the closure of the field approach access; 2) for a category E-X Highway, “No access to private property may be permitted unless reasonable access cannot be obtained from the general street system” pursuant to Section 3.7(3) of the State Highway Access Code; and 3) the Property has other reasonable access from the local street system on Weld County Road 8.5; and

WHEREAS, Andy Rodriguez, P.E. of Civil Resources, LLC, on behalf of 8 1/2 Enterprises, has filed a written appeal dated January 30, 2026, objecting to the denial of the Application (the “Appeal”);

WHEREAS, the Appeal requests an Administrative Hearing in front of the Transportation Commission on behalf of the permittee, Ken Evans; and

NOW THEREFORE BE IT RESOLVED, the Commission directs the hearing for 8 ½ Enterprises, LLC's appeal be heard before an Administrative Law Judge with the Office of Administrative Courts. The Office of the Attorney General is requested to facilitate the appeal pursuant to 2 CCR 601-1:2.9 and take all necessary actions to accommodate 8 ½ Enterprises, LLC's request for a hearing.

BE IT FURTHER RESOLVED, the Commission delegates its authority to conduct the hearing to the Office of Administrative Courts and for the preparation of a complete record of the hearing should additional appeals be necessary.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #6

R5, Project #: FBR 1602-193 (26704) and NHPP 1602-157 (20980), US 160 Elmore's to Dry Creek

Authorizing the Chief Engineer to initiate and conduct condemnation proceedings pursuant to articles 1 to 7 of title 38, C.R.S. for the property specified below.

Approved by the Transportation Commission on March 19, 2026.

Whereas, the Transportation Commission is authorized pursuant to Section 43-1-106(8), C.R.S. to formulate the general policy with respect to management, construction and maintenance of public highways and other transportation systems in the state and to promulgate and adopt all budgets of CDOT; and

Whereas, pursuant to Colorado law at Section 43-1-208, C.R.S., the Colorado General Assembly has conferred the power of eminent domain upon the Transportation Commission to acquire private property necessary for state highways purposes; and

Whereas, on September 26, 2016 the Colorado Supreme Court announced its decision in *Department of Transportation v. Amerco Real Estate Company; U-Haul Company of Colorado; et al.*, 2016SA75; and

Whereas, the *Amerco Real Estate Company* opinion held that the Transportation Commission must decide that the public interest or convenience will be served by a proposed alteration of a state highway and that the Commission's decision must be made in consideration of the portions of land of each landowner to be taken and an estimate of the damages and benefits accruing to each landowner prior to authorizing condemnation of property; and

Whereas, the *Amerco Real Estate Company* opinion also held that the Transportation Commission is authorized to either direct the Chief Engineer to make tender to a landowner or the Transportation Commission can proceed in the acquisition of private lands for state highway purposes, according to articles 1 to 7 of title 38, C.R.S., without tender to the landowner; and

Whereas, the *Amerco Real Estate* opinion further held that the Transportation Commission could delegate to the "legal staff or representatives of the commission or department" the "initiation and conduct of condemnation proceedings." *Amerco Real Estate Company*, 2016SA75, ¶15; and

Whereas, on September 19, 2025, the right of way plans for US 160 Elmore's to Dry Creek, FBR 1602-193 (26704) and NHPP 1602-157 (20980), ("Project") were authorized by the Chief Engineer; and

Whereas, pursuant to Colorado law at Section 43-1-208, C.R.S., the authorization of right of way plans by the Chief Engineer allowed CDOT to acquire land necessary for the Project by purchase, exchange, or negotiations with landowners; and

Whereas, CDOT attempted to negotiate with the landowners, but the attempts to negotiate with the landowners were unsuccessful; and

Whereas, the Property sought by CDOT may include buildings, structures, or other improvements on the real Property and may also include tenant-owned improvements, personal property, and other real estate; and

Whereas, CDOT's inability to work on the Property will likely cause delay to the Project; possibly resulting in significant monetary harm to CDOT; and

Whereas, the Transportation Commission acknowledges that it has reviewed the written report of the Chief Engineer seeking approval to initiate and conduct condemnation proceedings, and the report included all information and documents required pursuant to Section 43-1-208(1), in relation to the Project and the Property; and

Now Therefore Be It Resolved, the Transportation Commission authorizes CDOT to initiate and conduct condemnation proceedings for the following landowner. If acquisition of the Property requires acquisition of buildings, structures, or improvements on real property as well as acquisition of tenant-owned improvements both real and personal property, or other real estate, the Transportation Commission authorizes CDOT to acquire those items through eminent domain proceedings if necessary.

CDOT may initiate and conduct condemnation proceedings for the following landowners or properties:

Landowner Name: Gary and Judy Robison

Address of Property: Located in the N $\frac{1}{2}$ and SW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Sec. 9, Township 34N, Range 8W, New Mexico P.M.

Parcels Required: RW-31, RW-31A, 31-WH, TE-31, TE-31A

Estimated Property Value, Damages and Benefits (if any): \$177,890

Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #7

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

Approved by the Transportation Commission on March 19, 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.

Transfers Between 10 Year Plan Projects

Funding Change	10 Year Plan Project	Plan ID
-\$1,224,654	US350A Overlay MP 46-63, Otero CO Rural Paving	6267
-\$400,000	Expanded Regional Transit Service in Kiowa County	1047
-\$400,000	Baca County Bus Facility	1048
-\$500,000	Regional Transit Service between Campo and Lamar	1049
-\$200,000	City of La Junta Bus Barn Rehabilitation	1288
-\$1,400,000	Expanded Regional Transit Service between Walsenburg - La Veta - Gardner - Cuchara	1038
-\$500,000	Kim Transit Garage	1044
-\$600,000	Expanded Regional Transit Service for Branson, Kim, and Baca County	1045
+\$1,224,654	I-CO71 Ordway Intersection Improvements County Road G and CO96	1625
+\$1,500,000	La Junta Multimodal Transit Center	1285
+\$2,500,000	South Central Storage and Maintenance Facility (Trinidad)	1270

Project Budget Increase

- Region 2 requests \$1,224,654 of 10 Year Plan strategic funding from project savings on the Otero CO Rural Paving project to cover increased costs to advertise and complete the I-CO71 Ordway Intersection Improvements County Road G and CO96 project.

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

Herman Stockinger, Secretary

Transportation Commission of Colorado

Transportation Commission Proposed Resolution #8

Approval and Adoption of the FY 2026-27 Final Annual Budget Allocation Plan.

Approved by the Transportation Commission on March 19, 2026.

Whereas, § 43-1-113 (2), C.R.S. requires the Transportation Commission to submit a draft budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15 of each year, for their review and comments; and

Whereas, C.R.S. § 43-1-113(9)(c) requires the Transportation Commission adopt a final budget allocation plan, which shall upon approval by the Governor constitute the budget for the Department of Transportation for Fiscal Year 2026-27; and

Whereas, the FY 2026-27 Final Budget Allocation plan provides a complete and comprehensive view of the Department's annual budget and includes a Revenue Allocation Plan, Spending Plan, and reports detailing open projects, planned projects, 10 Year Plan Projects, and construction, indirect cost, construction engineering and personnel budgets; and

Whereas, the FY 2026-27 Revenue Allocation Plan reflects the allocation of revenue anticipated during the fiscal year to specific budget programs; and

Whereas, the FY 2026-27 Revenue Allocation Plan totals \$2,300.7 million for the Department and the enterprises; and

Whereas, the FY 2026-27 Spending Plan reflects anticipated expenditures during the fiscal year, supported by existing fund balances and revenue anticipated during the fiscal year; and

Whereas, the FY 2026-27 Spending Plan totals \$2,885.3 million for the Department and the enterprises, including approximately \$1,066.7 million in contractor payments for capital construction programs for the Department and enterprises; and

Whereas, the Transportation Commission has the statutory authority to amend the FY 2026-27 Final Budget Allocation Plan throughout the fiscal year to reflect changes in forecasted or actual revenues, funding needs, priorities, project delivery plans or other reasons at the discretion of the Commission;

Now Therefore Be It Resolved, that the Colorado Department of Transportation's budget allocation plan for the period of July 1, 2026 through June 30, 2027 is

approved by the Transportation Commission, to be submitted to the Governor on or before April 15, 2026.

Herman Stockinger, Secretary

Transportation Commission of Colorado

Proposed Resolution #9

Concerning the Pueblo Area Council of Governments (PACOG) 2026 GHG Transportation Report in their 2050 Long Range Transportation Plan as required in Rule 2 CCR 601-22 (Planning Rules).

Approved by the Transportation Commission on March 19, 2026

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 updated in House Bill 23-016); 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, NFRMPO, PPACG, GVMPO, and PACOG; 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 of the Planning Rules and use of GHG Mitigation Measures; and

Whereas, PACOG is nearing completion of their 2050 Long Range Transportation Plan and the Planning Rules require PACOG to provide the Commission “at least 30 days prior to adoption” of their Long Range Transportation Plan a GHG Transportation Report (Report) containing a GHG emissions analysis, and if applicable a GHG Mitigation Action Plan, demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

Whereas, under 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”; and

Whereas, on March 6, 2026, the Commission received PACOG’s 2026 GHG Transportation Report reflecting the results of modeling their 2050 Long Range Transportation Plan for the PACOG area; and

Whereas, CDOT modeling staff expect PACOG to work with CDOT modelers to conduct further evaluation of the PACOG model calibration, input assumptions, operational methods, etc., prior to the next submission of a GHG Transportation Report to the TC; and

Whereas, the March 2026 GHG Transportation Report concludes that PACOG will achieve the required reduction levels under the Planning Rules; and

Now Therefore Be It Resolved, after review and consideration of the PACOG Report, the Commission finds the Report and PACOG to be in compliance with the Planning Rules of the State of Colorado.

Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #10

Adopt a Resolution stating the Commission’s determination that the Colorado Department of Transportation (CDOT) Greenhouse Gas Transportation Report in support of the CDOT fiscal year 2027-2036 10-Year Plan meets the GHG reduction levels as required in 2 CCR 601-22.

Approved by the Transportation Commission on March 19, 2026.

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 greenhouse gas (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 updated in House Bill 23-016); and considering the role of land use in the transportation planning process; and

Whereas, on December 16, 2021 in the Commission adopted updated Planning Rules, which included GHG reduction levels for CDOT in non-MPO areas, DRCOG, NFRMPO, PPACG, GVMPO, and PACOG; 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 of the Planning Rules; and

Whereas, CDOT is nearing the completion of their FY2027-2036 10-Year Plan and the Planning Rule requires CDOT to provide the Commission “at least 30 days prior to adoption” of the 10-Year Plan a GHG Transportation Report containing a GHG emissions analysis, and, if applicable a GHG Mitigation Action Plan, demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in Table 1 of the Planning Rules; and

Whereas, under 8.05 of the Planning Rule, “The Commission, within thirty days of receipt of the GHG Transportation Report or at the next regularly scheduled Commission meetings, 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”; and

Whereas, on January 14, 2026, the Commission received CDOT's GHG Transportation Report reflecting the results of modeling associated with the FY2027-FY2036 10-Year plan and application of associated GHG Mitigation Measures pursuant to the rules and the Policy Directive; and

Whereas, the 2026 GHG Transportation Report concludes that CDOT will achieve the required reduction levels under the Planning Rules; and

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

Herman Stockinger, Secretary
Transportation Commission of Colorado

Bridge and Tunnel Enterprise Proposed Resolution #BTE2

Approval of the Bridge and Tunnel Enterprise Fiscal Year 2026-27 Final Annual Budget Allocation Plan

Approved by the Bridge and Tunnel Enterprise Board of Directors on March 19, 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 as structurally deficient or functionally obsolete and rated 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); 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, pursuant to C.R.S. § 43-4-805(3)(a), all revenue received by the BTE including from the existing bridge safety surcharge, the Bridge and Tunnel Retail Delivery Fee, and the Bridge and Tunnel Impact Fee, are and will be deposited in the Bridge Special Fund, Fund 538; and

Whereas, for Fiscal Year 2026-27, BTE staff presents a \$207.0 million final annual budget for approval by the Board.

Now Therefore Be It Resolved, the Bridge and Tunnel Enterprise Final Annual Budget Allocation Plan for Fiscal Year 2026-27 for Fund 538, attached hereto as Exhibit A, is hereby approved by the Board.

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

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 3/19/26

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	Total Estimated Revenues	\$ 35,209,888	\$ 207,013,858	\$ 242,223,746
Fiscal Year 2026-27 Allocations & Budget				
Line	Budget Item	FY2025-26 Estimated Roll Forward	FY2026-27 Final Allocation Plan	FY2026-27 Available Budget
8	Administrative & Operating Activities (Cost Centers)	\$ 1,969,639	\$ 2,603,113	\$ 4,572,752
9	Bridge & Tunnel Enterprise Staff Compensation & Employee Appreciaiton		\$ 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	Administrative & Operating Activities Balance	\$ -	\$ -	\$ -
20	Maintenance & Preservation (Cost Centers)	\$ 752,608	\$ 1,403,188	\$ 2,155,796
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	Maintenance & Preservation Balance	\$ -	\$ -	\$ -
25	Debt Service and Availability Payments (Cost Centers and Pools)	\$ 730,146	\$ 78,267,402	\$ 78,997,548
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	Debt Service Balance	\$ -	\$ -	\$ -
33	Construction Program (Cost Centers & Pools)	\$ 31,757,495	\$ 124,740,155	\$ 156,497,650
34	Capital Construction	\$ 31,757,495	\$ 124,740,155	\$ 156,497,650
35	Construction Program Balance	\$ -	\$ -	\$ -
	Total Fund 538 Available Budget			\$ 242,223,746
	Total Fund 538 Itemized Allocations			\$ 242,223,746
	Total Fund 538 Balance			\$ -

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	Capital Construction	\$31.8 M	\$110.6 M	\$117.3 M	\$124.7 M	\$156.5 M
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	Maintenance and Operations	\$0.8 M	\$2.4 M	\$1.4 M	\$1.4 M	\$2.2 M
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	Administration & Agency Operations	\$2.0 M	\$2.2 M	\$2.2 M	\$2.6 M	\$4.6 M
9	Agency Operations	\$2.0 M	\$2.2 M	\$2.2 M	\$2.6 M	\$4.6 M
10	Debt Service	\$0.7 M	\$66.2 M	\$78.3 M	\$78.3 M	\$79.0 M
11	Debt Service	\$0.7 M	\$66.2 M	\$78.3 M	\$78.3 M	\$79.0 M
12	TOTAL - Bridge & Tunnel Enterprise	\$35.2 M	\$181.4 M	\$199.2 M	\$207.0 M	\$242.2 M