COLORADO
Department of Transportation
Office of Policy and Government Relations

DATE: November 19, 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 October 15, 2026 - NO PRINTED RESOLUTION

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

Proposed Resolution #3: Central 70 No-cost Disposal Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX

Proposed Resolution #4 Central 70 Fair Market Value Disposal Parcels 12-EX, 86A-EX, 93-EXRev, 93A EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev

Proposed Resolution #5: Disposal Parcels 4221-EX, 4222-EX, and 4223-EX, US 550, Durango, La Plata County

Proposed Resolution #6: Disposal Parcel 1RGS-EX, SH 145, Placerville, San Miguel County

Proposed Resolution #7: Disposal former Monte Vista Maintenance Site, Monte Vista, Rio Grande County

Proposed Resolution #8: Easement to Xcel Energy for EV chargers at Maintenance Yard at 606 S. 9th Street, Grand Junction, Mesa County

Proposed Resolution #9: FY 2027-28 Annual Budget Allocation Plan

Proposed Resolution #10: 4th Budget Supplement of FY 2026-27

Proposed Resolution #11: 4th Budget Amendment of FY 2026-27

Proposed Resolution #12: ROW Condemnation Authorization Request, Region 1, Project Code 24547, Parcel AP-20

Proposed Resolution #13: Adopt 2 CCR 601-18 Transmission Line Update, State Highway Utility Accommodation Code

Proposed Resolution #14: Adopt 2 CCR 601-14 Chain Law and Passenger Vehicle Traction Law Requirements on the State Hwy System

Proposed Resolution #15: DRCOG GHG Transportation Report

Bridge and Tunnel Enterprise

Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of October 15, 2026 - NO PRINTED RESOLUTION

Proposed Resolution #BTE2: BTE Series 2026A Revenue Bond Transaction Parameter

Proposed Resolution #BTE3: 4th Budget Supplement of FY 2026-27

Proposed Resolution #BTE4: FY 2027-28 BTE Proposed Annual Budget Allocation Plan

Fuel Impact Enterprise

Proposed Resolution #FIE1: Approve the Regular Meeting Minutes of February 19, 2026 - NO PRINTED RESOLUTION

Proposed Resolution #FIE2: FY2027-2028 Draft Budget

Road Enterprise

Proposed Resolution #RDE1: Adopt Road Enterprise Director

Proposed Resolution #RDE2: Adopt Articles of Organization

Proposed Resolution #RDE3: Adopt Bylaws

Proposed Resolution #RDE4: Adoption of FY26-27 Final Budget

Proposed Resolution #RDE5: FY2027-2028 Draft Budget

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 November 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 reapproved.

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Herman Stockinger, Secretary
Transportation Commission of Colorado

November 2026 - IGAs > $750,000

Region	Project Number(s)	Local Agency	Contract Value	Federal $ (FHWA&/or USDT funds)	State $	Local $	Description
R1	23863	Thornton	$37,000,000.00	$29,600,000.00	$0.00	$7,400,000.00	**Thornton AM2 – Widening 104th Avenue from Colorado Boulevard to US 85 Project.** This Amendment 2 increases the Agreement amount of $5,750,000.00 by $31,250,000.00 for a new total of $37,000,000.00. **Total Funds - $37,000,000.00**
R3	27306	Silt	$1,280,000.00	$0.00	$0.00	$1,280,000.00	**Silt Revenue OLA – I-70 Garfield County Interchange Improvements Project. Total Revenue - $1,280,000.00**
R4	26544	Fort Collins	$1,383,000.00	$1,244,700.00	$0.00	$138,300.00	**Fort Collins OLA – Lemay Avenue and Riverside Avenue Intersection Improvements Project. Total Funds - $1,383,000.00**
	26545	Fort Collins	$1,213,000.00	$1,091,700.00	$0.00	$121,300.00	**Fort Collins OLA – Welch Street and Prospect Road Intersection Improvements Project. Total Funds – $1,213,000.00**
	27789	Fort Collins	$2,285,000.00	$2,285,000.00	$0.00	$0.00	**Fort Collins OLA – College Resurfacing and ADA Ramps Project. Total Funds - $2,285,000.00**
	27207	Weld County	$1,300,000.00	$0.00	$0.00	$1,300,000.00	**Weld County Revenue OLA – CO 52 and WCR 37 Signalization Project. Total Revenue - $1,300,000.00**

	27281	Weld County	$4,719,000.00	$0.00	$0.00	$4,719,000.00	**Weld County Revenue OLA – WCR 29 and WCR 31 Intersections as part of the larger CO 14 Corridor between I-25 and US 85 Project.** **Total Revenue - $4,719,000.00**
	27284	Weld County	$7,305,701.00	$0.00	$0.00	$7,305,701.00	**Weld County Revenue OLA – CO 392 and WCR 31 Intersection Improvement Project.** **Total Revenue - $7,305,701.00**
	27601	Weld County	$1,300,000.00	$1,170,000.00	$0.00	$130,000.00	**Weld County OLA – WCR 34 and WCR 13 Traffic Signal Project.** **Total Funds - $1,300,000.00**
R5	25303	Montezuma	$1,502,796.00	$300,000.00	$1,202,796.00	$0.00	**Montezuma AM2&R – Shared Path between Mancos & Cortez Project.** This Amendment 2 and Restatement increases the Agreement amount of $1,202,796.00 by $300,000.00 for a new total of $1,502,796.00. **Total Funds - $1,502,796.00**

Transportation Commission Proposed Resolution #3

Disposal – Central 70 Less Than Fair Market Value Parcels, City and County of Denver

Approved by the Transportation Commission on November 19, 2026.

Whereas, this resolution concerns four (4) Central 70 less than fair market value disposal parcels, 11-EX, 59-EXRev, 78-EX, and 87-EX, all located along I-70 between N. Brighton Blvd. and N. Madison St. in the City and County of Denver; and,

Whereas, the parcels are comprised of all or portions of parcels acquired by CDOT in the 1960s for Project No. I 70-4(28)286 for the original construction of I-70, together with portions of Parcel AP-1 of Project No. FBR 0704-234 (the Central 70 Project); and,

Whereas, the parcels are located and sized as follows:

Parcel 11-EX: 23,979 sq ft (0.550 acres +/-), north of I-70 between N. Brighton Blvd. and N. Williams St., in the vicinity of 4643 N. Williams St.;

Parcel 59-EXRev: 85,475 sq ft (1.962 acres +/-), south of I-70 in the vicinity of 2900 E. 46th Ave.;

Parcel 78-EX: 76,665 sq ft (1.760 acres +/-), south of I-70 in the vicinity of 4503 N. Adams St.;

Parcel 87-EX: 17,883 sq ft (0.411 acres +/-), south of I-70 in the vicinity of 4532 N. Cook St.; and,

Whereas, following the Central 70 Project, Parcels 59-EXRev, 78-EX, and 87-EX are the vacant remaining portions of land required for the former N. Steele St. on and off ramps to I-70, which were reconfigured during the Central 70 Project; and,

Whereas, Parcel 11-EX is a vacant remaining portion of land required for the former E. 46th Ave. North, which was shifted to the south and combined with the WB-170 to N. Brighton Blvd. off ramp during the Central 70 project; and,

Whereas, no state highway improvements have been made or will be built on Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX; and,

Whereas, CDOT Region 1 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

Whereas, CDOT Region 1 has determined that Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX are no longer needed for transportation purposes; and,

Whereas, Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX were acquired with federal-aid highway funds and have a combined fair market value of $12,539,528; and,

Whereas, 23 C.F.R. 710.409(a) permits excess real property to be conveyed to a public entity or to a private party in accordance with 23 C.F.R. 710.403(e), with FHWA approval; and,

Whereas, 23 C.F.R. 710.403(e)(1) permits FHWA to approve an exception to the fair market value requirement when the exception is in the overall public interest based on social, environmental, or economic benefits; and,

Whereas, CDOT proposes to convey Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX at no cost to the Globeville Elyria-Swansea Coalition Land Trust, a 501(c)(3) nonprofit organization, for uses that serve the public good, subject to a recorded deed restriction that limits use of the parcels to the approved public-benefit purposes, prohibits transfer without CDOT and FHWA consent, and reverts title to the State of Colorado if the restriction is breached and not cured; and,

Whereas, the Office of the Governor has concurred that the conveyance is in the best interest of the State of Colorado; and,

Whereas, concurrence documents have been submitted to FHWA and CDOT is waiting formal approval of an exception to fair market value for Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX; and,

Whereas, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with ownership of Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX; and,

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

Whereas, the Chief Engineer, Keith Stefanik, P.E., has declared that Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX, collectively containing 204,002 sq ft (4.683 acres +/-), are not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX are 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, CDOT be given authority to declare Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX as excess land and, contingent upon FHWA approval of an exception to fair market value under 23 C.F.R. 710.403(e)(1), to convey the parcels collectively containing 204,002 sq ft (4.683 acres +/-) of land that is no longer needed for transportation purposes to the Globeville Elyria-Swansea Coalition Land Trust at less than fair market value, subject to a recorded deed restriction.

Be It Further Resolved, if FHWA does not approve the exception to fair market value, CDOT shall not convey Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX under this resolution.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #4

Disposal – Central 70 Fair Market Value Parcels, City and County of Denver

Approved by the Transportation Commission on November 19, 2026.

Whereas, this Central 70 Fair Market Value Parcel disposal resolution includes ten (10) separate parcels all located in the general vicinity of I-70 between N. Humboldt St. and N. Holly St. in the City and County of Denver; and,

Whereas, the following ten (10) Parcels will be more thoroughly described throughout the resolution: 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev; and,

Whereas, Parcel 12 was acquired by CDOT in 1962 for Project No. I 70-4(28)286 for the original construction of I-70 and E. 46th Ave. North; and,

Whereas, Parcel 12-EX, containing 2,209 sq ft (0.051 acres +/-), is a portion of Parcel 12; and,

Whereas, Parcel 12-EX is located north of I-70 and east of SH 265 (N. Brighton Blvd.) in the vicinity of 4643 N. Williams St.; and,

Whereas, because E. 46th Ave. North was shifted to the south and combined with the off ramp from WB I-70 to N. Brighton Blvd. during Project No. FBR 0704-234 (the Central 70 Project), Parcel 12-EX is now a vacant parcel; and,

Whereas, Parcels AP-86 and AP-86A were acquired by CDOT in 2017 for the Central 70 Project; and,

Whereas, Parcel 86A-EX, containing 108,546 sq ft (2.492 acres +/-), is comprised of portions of both Parcels AP-86 and AP-86A, subject to the reservation of Right of Way Easement RWE-86A, containing 4,033 sq ft (0.093 acres +/-), for guaranteed access to the adjoining property to the west; and,

Whereas, Parcel 86A-EX is located north of I-70 and east of N. Cook St. in the vicinity of 3495 E. 46th Ave. North; and,

Whereas, Parcel 86A-EX is now a vacant parcel after serving as the project office site for the Central 70 project; and,

Whereas, Parcels AP-91 and AP-93 were acquired by CDOT in 2015 and 2016, respectively, for the Central 70 Project; and,

Whereas, Parcel 93-EXRev, containing 19,485 sq ft (0.447 acres +/-), is comprised of portions of both Parcels AP-91 and AP-93; and,

Whereas, Parcel 93-EXRev is located south of I-70 and west of N. Monroe St. in the vicinity of 4501 N. Garfield St.; and,

Whereas, Parcels AP-93A and AP1-G were acquired by CDOT in 2017 for the Central 70 Project; and,

Whereas, Parcel 93A-EXRev, containing 66,253 sq ft (1.521 acres +/-), is comprised of portions of both Parcels AP-93A and AP1-G; and,

Whereas, Parcel 93A-EXRev is located south of I-70 and east of N. Monroe St. in the vicinity of 4501 N. Garfield St.; and,

Whereas, Parcel AP-94 was acquired by CDOT in 2016 for the Central 70 Project; and,

Whereas, Parcel 94-EX, containing 19,621 sq ft (0.450 acres +/-), is a portion of Parcel AP-94; and,

Whereas, Parcel 94-EX is located north of I-70 and west of N. Monroe St. in the vicinity of 3601 E. 46th Ave. North; and,

Whereas, Parcel AP-96 was acquired by CDOT in 2015 for the Central 70 Project; and,

Whereas, Parcel 96-EX, containing 36,800 sq ft (0.845 acres +/-), is a portion of Parcel AP-96; and,

Whereas, Parcel 96-EX is located north of I-70 and east of N. Monroe St. in the vicinity of 4605 N. Jackson St.; and,

Whereas, Parcels AP-94 and AP-96 were acquired by CDOT in 2016 and 2015, respectively, for the Central 70 Project; and,

Whereas, Parcel 96-EX2Rev, containing 79,585 sq ft (1.827 acres +/-), is comprised of portions of both Parcels AP-94 and AP-96; and,

Whereas, Parcel 96-EX2Rev is located north of I-70 and east of N. Monroe St. in the vicinity of 4605 N. Jackson St./3601 E. 46th Ave. North; and,

Whereas, Parcels 93-EXRev, 93A-EXRev, 94-EX, 96-EX, and 96-EX2Rev are the vacant remaining portions of said larger parcels that were required to reconstruct and reconnect N. Monroe St. over I-70 during the Central 70 Project; and,

Whereas, Parcel AP-109 was acquired by CDOT in 2018 for the Central 70 Project; and,

Whereas, Parcel 109-EXRev, containing 29,330 sq ft (0.673 acres +/-), is a portion of Parcel AP-109; and,

Whereas, Parcel 109-EXRev is located north of I-70 and west of N. Forest St. in the vicinity of 5175 E. 45th North Dr.; and,

Whereas, Parcel AP-122 was acquired by CDOT in 2017 for the Central 70 Project; and,

Whereas, Parcel 122-EXRev, containing 49,197 sq ft (1.129 acres +/-), is a portion of Parcel AP-122; and,

Whereas, Parcel 122-EXRev is located north of I-70 and east of N. Holly St. in the vicinity of

5601 E. 45th North Dr.; and,

Whereas, Parcels 109-EXRev and 122-EXRev are the vacant remaining portions of said larger parcels that were required to widen and reconstruct I-70 and E. 45th North Dr.; and,

Whereas, Parcels 311, 313A, 314, 315, 318R, 323, 324, 333, and 334 were acquired by CDOT in 1999 and 2000 for Project No. IR-IM(CX) 070-4(145) for the construction of I-70; and,

Whereas, Parcel AP-1 was acquired by CDOT in 2017 for the Central 70 Project; and,

Whereas, Parcel 318-EXRev, containing 21,547 sq ft (0.495 acres +/-), is comprised of portions of Parcels 311, 313A, 314, 315, 318R, 323, 324, 333, 334, and AP-1; and,

Whereas, Parcel 318-EXRev is located north of I-70 and west of N. Brighton Blvd. in the vicinity of 4611 and 4624 N. Baldwin Ct.; and,

Whereas, because E. 46th Ave. North was eliminated west of N. Brighton Blvd. during the Central 70 Project, Parcel 318-EXRev is now a vacant parcel; and,

Whereas, no state highway improvements have been made or will be built on Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev; and,

Whereas, CDOT Region 1 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev 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 is of use to more than one owner or potential owner, political subdivisions of the state shall have the first right of refusal to acquire said property for not less than fair market value; and,

Whereas, CDOT Region 1 has determined that Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev are no longer needed for transportation purposes and are 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 Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev for not less than fair market value; and,

Whereas, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with ownership of Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev; and,

Whereas, funds from the disposal of Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; 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 CDOT are authorized, subject to an approving resolution of the Transportation Commission, to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

Whereas, the Chief Engineer, Keith Stefanik, P.E., has declared that Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev, collectively containing 432,573 sq ft (9.93 acres +/-), are not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev are 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, CDOT be given authority to declare Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev as excess land and dispose of the parcels collectively containing 432,573 sq ft (9.93 acres +/-) of land that is no longer needed for transportation purposes for not less than fair market value.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #5

Disposal – Parcels 4221-EX, 4222-EX, and 4223-EX, US 550, Durango, La Plata County

Approved by the Transportation Commission on November 19, 2026.

Whereas, CDOT acquired Parcels 4221-EX, 4222-EX, and 4223-EX in 2020 for CDOT Project No. NH 5501-015 (Project Code 16791) for the construction of US 550; and,

Whereas, Parcels 4221-EX, 4222-EX, and 4223-EX were acquired as Excess Parcels for the purpose of relocating an irrigation ditch owned by the Florida Consolidated Ditch Company out of the future US 550 right-of-way; and,

Whereas, the irrigation ditch was successfully relocated into Parcels 4221-EX, 4222-EX, and 4223-EX as part of the US 550 construction; and,

Whereas, no state highway improvements have been made or will be built on Parcels 4221-EX, 4222-EX, and 4223-EX; and,

Whereas, Parcel 4221-EX contains 49,242 sq ft (1.130 acres +/-); and,

Whereas, Parcel 4222-EX contains 4,307 sq ft (0.099 acres +/-); and,

Whereas, Parcel 4223-EX contains 42,800 sq ft (0.982 acres +/-); and,

Whereas, collectively, Parcels 4221-EX, 4222-EX, and 4223-EX contain 96,349 sq ft (2.211 acres +/-); and,

Whereas, Parcels 4221-EX, 4222-EX, and 4223-EX are located on the south side of US 550 approximately between mileposts 14 and 14.5; and,

Whereas, Parcels 4221-EX, 4222-EX, and 4223-EX contain portions of the ditch owned by the Florida Consolidated Ditch Company; and,

Whereas, the Florida Consolidated Ditch Company does not wish to own these parcels; and,

Whereas, CDOT proposes to sell Parcels 4221-EX, 4222-EX, and 4223-EX to each respective adjacent property owner for not less than fair market value; and,

Whereas, CDOT Region 5 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of Parcels 4221-EX, 4222-EX, and 4223-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)(III), when a parcel is no longer needed for transportation purposes and is of use only to one adjacent owner, that owner shall have the first right of refusal to acquire said property for not less than fair market value; and,

Whereas, CDOT Region 5 has determined that Parcels 4221-EX, 4222-EX, and 4223-EX are of use only to each respective adjacent property owner; and,

Whereas, each respective adjacent property owner desires to exercise their first right of

refusal to acquire Parcels 4221-EX, 4222-EX, and 4223-EX for not less than fair market value; and,

Whereas, CDOT will be relieved of maintenance responsibilities and liability associated with Parcels 4221-EX, 4222-EX, and 4223-EX; and,

Whereas, upon the transfer of Parcels 4221-EX, 4222-EX, and 4223-EX, each respective adjacent property owner has agreed to grant a permanent ditch easement to the Florida Consolidated Ditch Company for the exclusive use of and access to the irrigation ditch; and,

Whereas, CDOT will be relieved of any liability associated with maintaining or accessing the irrigation ditch; and,

Whereas, funds from the disposal of Parcels 4221-EX, 4222-EX, and 4223-EX shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; 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 CDOT are authorized, subject to an approving resolution of the Transportation Commission, to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

Whereas, the Chief Engineer, Keith Stefanik, P.E., has declared that Parcels 4221-EX, 4222-EX, and 4223-EX, collectively containing 96,349 sq ft (2.211 acres +/-), are not needed for transportation purposes; and,

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcels 4221-EX, 4222-EX, and 4223-EX are 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, CDOT be given authority to declare Parcels 4221-EX, 4222-EX, and 4223-EX as excess land and dispose of the parcels collectively containing 96,349 sq ft (2.211 acres +/-) of land that is no longer needed for transportation purposes to each respective adjacent property owner not less than fair market value.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #6

Disposal - Parcel 1RGS-EX, State Highway 145, Placerville, San Miguel County

Approved by the Transportation Commission on November 19th, 2026.

Whereas, CDOT acquired the Rio Grande Southern (RGS) Parcel in 1954 with CDOT Project No. FAP S0150(4) for the construction of SH 145; and,

Whereas, the RGS Parcel was originally part of a rail line previously abandoned by the Rio Grande Southern Railroad: and,

Whereas, SH 145 was constructed on the center portion of the RGS Parcel, the San Miguel River occupies most of the western portion, and the remaining eastern portion, designated as Parcel 1RGS-EX, has gone unused; and,

Whereas, Parcel 1RGS-EX is the eastern portion of Parcel RGS; and,

Whereas, Parcel 1RGS-EX contains 1.66 acres (+/-); and,

Whereas, Parcel 1RGS-EX runs parallel to and between SH 145 and Front Street within the unincorporated community of Placerville in San Miguel County, located roughly 15 miles northwest of Telluride in the southwestern San Juan Mountains; and,

Whereas, San Miguel County desires to acquire Parcel 1RGS-EX to store county road maintenance equipment and expand public parking options for local businesses; and,

Whereas, Title 23, Code of Federal Regulations (C.F.R.) 710.403(e) allows CDOT to convey property for nominal value if the property is to be used for social, environmental, economic or nonproprietary governmental use; and,

Whereas, maintaining land for county equipment storage and public parking lots constitutes nonproprietary governmental use; and,

Whereas, CDOT Region 5 has determined, in accordance with 23 C.F.R. 710.403(b), that disposing of Parcel 1RGS-EX will not impair the safety of the highway facility or interfere with the free and safe flow of traffic; and,

Whereas, pursuant to 23 C.F.R. 710.403(e)(1) CDOT Region 5 intends to dispose of Parcel 1RGS-EX, containing 1.66 acres (+/-), at nominal value to San Miguel County; and,

Whereas, Parcel 1RGS-EX is located outside of the right-of-way necessary for SH 145, contains no existing or planned highway improvements, and its disposal will relieve CDOT of all future maintenance responsibilities and liabilities; and,

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

Whereas, pursuant to 23 C.F.R. 710.409(d), because Parcel 1RGS-EX is being conveyed for a nominal value, the quitclaim deed shall include a reversionary clause returning the property to CDOT if it ceases to remain under public ownership and use; and,

Whereas, pursuant to Colorado Revised Statute (C.R.S) 43-1-106(8)(n) and C.R.S. 43-1-

210(5)(a)(I) the Chief Engineer and CDOT 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 5 has declared through Keith Stefanik as Chief Engineer that Parcel 1RGS-EX, containing 1.66 acres (+/-), is no longer needed for state highway purposes now or in the foreseeable future; and**,**

Whereas, the Transportation Commission concurs with the Chief Engineer that Parcel 1RGS-EX 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, CDOT be given authority to declare Parcel 1RGS-EX as excess land and dispose of the parcel containing 1.66 acres (+/-) of land that is no longer needed for transportation purposes to San Miguel County for nominal value, strictly for the continued nonproprietary governmental uses of county equipment storage and public parking.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #7

Disposal – Former Monte Vista Maintenance Site, 411 Monroe Street, Monte Vista, Rio Grande County

Approved by the Transportation Commission on November 19, 2026.

Whereas, CDOT acquired the former Monte Vista Maintenance Site in 1950 for the use and benefit of the Department of Highways as a maintenance site; and,

Whereas, the property contains 23,850 sq ft (0.55 acres +/-) and a single metal building constructed in 1950; and,

Whereas, upon completion of a new maintenance site in 1993, CDOT ceased using the property as a maintenance site; and,

Whereas, the property has been intermittently used by the Colorado State Patrol but has largely remained vacant since 1993 and is located outside of the right-of-way necessary for transportation purposes; and,

Whereas, the former Monte Vista Maintenance Site is located at 411 Monroe Street in the City of Monte Vista and the County of Rio Grande; and,

Whereas, CDOT Region 5 has determined, in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.403(b), that disposing of the former Monte Vista Maintenance Site 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 is of use to more than one owner or potential owner, political subdivisions of the state shall have the first right of refusal to acquire said property at fair market value; and,

Whereas, CDOT Region 5 has determined that the former Monte Vista Maintenance Site 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 the former Monte Vista Maintenance Site for not less than fair market value; and,

Whereas, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with ownership of the former Monte Vista Maintenance Site; and,

Whereas, funds from the sale of the property shall be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual; 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 CDOT are authorized, subject to an approving resolution of the Transportation

Commission, to make determinations regarding land to be declared excess and not needed for transportation purposes now or in the foreseeable future; and,

Whereas, the Chief Engineer, Keith Stefanik, P.E., has declared that the former Monte Vista Maintenance Site 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, 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 the former Monte Vista Maintenance Site located at 411 Monroe Street, described as Lots 51 to 56, including Block "E", Howard's Subdivision to Monte Vista, CO, as excess land and dispose of the property containing 23,850 sq ft (0.55 acres +/-) of land that is no longer needed for transportation purposes for not less than fair market value.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #8

Easement – Nonexclusive Utility Easement to Public Service Company of Colorado at the 606 S. 9th St Maintenance Shop, Grand Junction, Mesa County

Approved by the Transportation Commission on November 19, 2026.

Whereas, CDOT acquired the 606 S. 9th St maintenance site in 1937 for the use and benefit of the Department of Highways as a maintenance site; and

Whereas, the 4.92 acre (+/-) property contains an office building and four metal buildings that are used by Region 3 engineering and maintenance staff; and,

Whereas, the site also includes multiple light duty fleet vehicles that are assigned to staff working from the 606 S. 9th St property; and,

Whereas, pursuant to Executive Order D-2017-015 and the Colorado EV Plan, CDOT is actively replacing these light-duty vehicles with electric models, creating an immediate need for on-site electric vehicle charging infrastructure; and,

Whereas, existing electrical infrastructure is inadequate to support these chargers, and the Public Service Company of Colorado (PSCO) has agreed to supply the necessary 3-phase power; and,

Whereas, to provide this services PSCO has requested a 1,565 sq ft nonexclusive utility easement, extending from the southeastern corner of the property to the office building in the middle of the property, to install, maintain, and access the buried 3-phase power lines and an associated transformer; and,

Whereas, pursuant to Colorado Revised Statute (C.R.S.) 24-82-201 and C.R.S. 24-82-202, CDOT is authorized, subject to an approving resolution of the Transportation Commission, to grant easements across land owned by CDOT for the purposes of construction and maintenance of public utilities; and,

Whereas, CDOT proposes to grant the nonexclusive easement to PSCO across the 606 S. 9th St property for the purposes of construction, maintenance, and future access to the buried 3-phase power and associated transformer; and,

Whereas, the Transportation Commission concurs with CDOT that granting the nonexclusive easement to PSCO across the 606 S. 9th St property is necessary to support the stationing and infrastructure requirements of the region's transitioning fleet; and,

Now Therefore Be It Resolved, pursuant to the provisions of C.R.S 24-82-201 and C.R.S. 24-82-202, CDOT be given authority to grant a 1,565 sq ft nonexclusive utility easement across the 606 S. 9th St property to PSCO for the purposes of construction, maintenance, and access to the buried 3-phase power and associated transformer.

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Herman Stockinger,
Secretary, Transportation Commission of Colorado

Transportation Commission Proposed Resolution #9

Approval of the Proposed FY 2027-28 Budget Allocation Plan.

Approved by the Transportation Commission on November 19, 2026.

Whereas, §43-1-113 (2), C.R.S. (2021) requires the Transportation Commission to submit a proposed budget allocation plan for moneys subject to its jurisdiction for the fiscal year beginning on July 1, 2027 to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2026 for their review and comments; and

Whereas, the Proposed FY 2027-28 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, and construction, indirect cost, construction engineering and personnel budgets; and

Whereas, the Proposed FY 2027-28 Revenue Allocation Plan reflects the allocation of revenue anticipated during the fiscal year to specific budget programs; and

Whereas, the Proposed FY 2027-28 Revenue Allocation Plan totals $2,320.9 million for the Department and the Enterprises; and

Whereas, the FY 2027-28 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 2027-28 Spending Plan totals $3,023.7 million for the Department and the enterprises, including more than $1,093.4 million in contractor payments for capital construction programs for the Department and the Bridge and Tunnel Enterprise; and

Whereas, the Transportation Commission has the statutory authority to alter the FY 2027-28 Annual Budget Allocation Plan before and/or after it is delivered to the Governor on April 15, 2027;

Now Therefore Be It Resolved, that the Colorado Department of Transportation's Proposed Annual Budget Allocation Plan for the period of July 1, 2027 through June 30, 2028 is approved by the Transportation Commission for forwarding to the Joint Budget Committee, the House Transportation and Energy Committee, the Senate Transportation Committee and the Governor on or before December 15, 2026 for their review and comment.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

Transportation Commission Proposed Resolution #10

Approval and Adoption of the Fifth Supplement to the Fiscal Year 2026-2027 Budget for the Colorado Department of Transportation.

Approved by the Transportation Commission on November 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 2027 through FY 2030 STIP, and funds are available from existing program allocations, unless otherwise indicated.

Transfer from Commission Reserve

Region 1
Region requests $1,731,391 of Contingency Reserve funds to backfill the RPP Program after Emergency bridge and culvert repairs on US 85 and US 40.

Transfers Between 10 Year Plan Projects

Region 1
- -$50,000,000 Plan ID 0002.2 “I-270 Phase 1: Critical Bridges”
- + $60,000,000 Plan ID 2575 “I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue”

Region 1
- -$1,538,779 Plan ID 1 “I-25 South Gap”
- -$1,185,822 Plan ID 5 “I-70 Peak Period Shoulder Lanes”
- -$596,152 Plan ID 86 “I-70 Harlan Bridge Replacement”
- -$2,260,279 Plan ID 87 “I-70 Corridor West Metro Bridges”
- -$658,633 Plan ID 2593 “I-70 Escape Ramp Improvements”
- -$1,097,949 Plan ID 2594 “Noise Walls”
- -$3,018,526 Plan ID 2595 “Regionwide Trail Grade Separations”
- -$2,451,896 Plan ID 6 “Safer Main Streets Program”
- -$191,997 Plan ID 2583 “Eisenhower Johnson Memorial Tunnel Repairs”
- +$13,000,000 Plan ID 3391 “R1 Regionwide Sign Bridge Replacements”

Region 4
- -$602,586 Plan ID 2498 “CO 59 Safety Improvements”

- -$102,750 Plan ID 2769 “I-70 Corridor Improvements (Bethune to Burlington Phase I)”
- -$844,309 Plan ID 2775 “CO 63 Akron North and South Resurfacing”
- +$1,549,645 Plan ID 3373 “CO 63 Anton North Part 2: MP 13 to MP 25.1”

Now Therefore Be It Resolved, after review and consideration, the Fifth Supplement to the Fiscal Year 2026-2027 Budget is approved by the Transportation Commission.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

Transportation Commission Proposed Resolution #11

Approval and adoption of the fourth budget amendment to the Fiscal Year 2026-27 Budget for the Colorado Department of Transportation.

Approved by the Transportation Commission on November 19, 2026.

Whereas, § 43-1-113 (2), C.R.S. requires the Transportation Commission to submit a proposed 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, § 43-1-113(9)(c), C.R.S. requires the Transportation Commission to 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 Transportation Commission adopted the final budget allocation plan on March 19, 2026, and the final budget allocation plan was submitted to the Governor by April 15, 2026 for approval; and

Whereas, the Transportation Commission has the statutory authority to alter the Fiscal Year 2026-27 adopted budget allocation plan after it is delivered to and approved by the Governor; and

Whereas, the fourth budget amendment allocates an increase of $6.3 million in indirect funding for the implementation of an upgrade to the SAP ECC enterprise resource planning (ERP) software to SAP S/4HANA; and

Whereas, the fourth budget amendment authorizes staff to roll forward any unspent funds dedicated to the SAP ERP software upgrade from FY 2026-27 to FY 2027-28;

Now Therefore Be It Resolved, that the Colorado Department of Transportation's amended budget allocation plan for the period of July 1, 2026 through June 30, 2027, is approved by the Transportation Commission with the amendments as set forth in this Resolution.

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Herman Stockinger, Secretary

Transportation Commission of Colorado

Transportation Commission Proposed Resolution #12
R1, Proj. Code: 24527, Proj. #: C R100-364, I-270 York St. to Vazquez Blvd., Parcel AP-20

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 November 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 March 16, 2026, the right of way plans for I-270 York St. to Vazquez Blvd (24527), Project No. C R100-364, ("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 locate the landowners or their living heirs, but the attempts to locate landowners or any living heirs 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: Harold R. Lammers, Jr.
Address of Property: N ½ of SW ¼, Section 1, Township 3S, R68W, 6th P.M.
Adams County Parcel No.: 0182501300012
Parcels Required: AP-20
Estimated Property Value, Damages and Benefits (if any): $428,000

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Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #13

Adoption of 2 CCR 601-18, State Highway Utility Accommodation Code

Approved by the Transportation Commission on November 18, 2026

Whereas, HB25-1292 (C.R.S. 43-1-228) requires CDOT to update 2 CCR 601-18 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; and

Whereas, CDOT created updates to 2 CCR 601-18 to clarify as the law requires that longitudinal high voltage lines may be permitted in state highway ROW if identified criteria are met; and

Whereas, the new rules contain, as required by law, 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.

Whereas, On June 18, 2026 the Transportation Commission (Commission) opened the rules and assigned a hearing Officer for a public hearing; and

Whereas, On September 15, 2026 the Commission adopted the rules as recommended by the Department; and

Whereas, the Department subsequently discovered a missed step in their rulemaking process so completed the rulemaking process a second time, including conducting an additional public hearing on November 3, 2026; and

Whereas, the additional process did not result in any new changes to the rules as adopted by the Commission on September 15, 2026; and

Now Therefore Be It Resolved, that rules 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Lines) be re-adopted.

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Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #14

Adoption of 2 CCR 601-14, Chain Law and Passenger Traction Law Requirements on the State Highway System.

Approved by the Transportation Commission on November 18, 2026

Whereas, § 42-4-106(5)(b), C.R.S. authorizes the Transportation Commission of Colorado ("Commission") to adopt rules that implement § 42-4-106(5), C.R.S.; and

Whereas, § 42-4-106(5), C.R.S. provides guidance on the Department's authority to restrict travel for the protection and safety of the traveling public, including the ability to require traction devices, tire chains, and adequate tires when dangerous driving conditions exist; and

Whereas, 2 CCR 601-14, Chain Law and Passenger Traction Law Requirements on the State Highway System (Rules) fulfills the requirements of § 42-4-106(5), C.R.S.; and

Whereas, SB 25-069, a bill designed to improve safety and ease traffic congestion on Colorado's mountain corridors during winter weather conditions by authorizing CDOT to issue permits to private vendors and companies to install, remove, and sell tire chains and traction devices for commercial and passenger vehicles at designated roadside locations during winter weather was signed into law on May 15, 2025; and

Whereas, on June 18, 2026, the Transportation Commission opened the Rules and assigned a hearing Officer for a public hearing to implement SB 25-069; and

Whereas, on October 22, 2026, a rulemaking hearing was held to receive public comments on the proposed Rule changes; and

Whereas, the public comment and hearing process resulted in numerous changes to the proposed Rules; and

Now Therefore Be It Resolved, that changes to Rule 2 CCR 601-14: Chain Law and Passenger Traction Law Requirements on the State Highway System are adopted.

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Herman Stockinger, Secretary
Transportation Commission of Colorado

Transportation Commission Proposed Resolution #15

Concerning the Denver Regional Council of Government's October 2026 GHG Transportation Report associated with their updated 2050 Regional Transportation Plan as required in Rule 2 CCR 601-22 (Planning Rules).

Approved by the Transportation Commission on November 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 and updated in Senate Bill 23-016 (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, NFRMPO, PPACG, GVMPO and PACOG for their respective areas; 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, 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 October 7, 2026 the Commission received DRCOG's GHG Transportation Report reflecting the results of modeling the updated 2050 Regional Transportation Plan for DRCOG's GHG compliance area pursuant to the Planning Rules; and

Whereas, DRCOG 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 DRCOG will achieve the required reduction levels under the Planning Rules; and

Now Therefore Be It Resolved, after review and consideration of the DRCOG GHG Transportation Report, the Commission finds the Report and the DRCOG 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

Bridge and Tunnel Proposed Resolution #BTE2

Approving Certain Matters with Respect to the Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2026A

Approved by the Bridge and Tunnel Enterprise Board of Directors on November 19, 2026.

Whereas, the Colorado General Assembly originally created the Colorado Statewide Bridge and Tunnel Enterprise (the "Enterprise") as the "Colorado Statewide Bridge Enterprise" pursuant to the Funding Advancements for Surface Transportation and Economic Recovery Act of 2009, title 43, article 4, part 8, Colorado Revised Statutes, as amended (as so amended, "FASTER"), as a government-owned business within the Colorado Department of Transportation ("CDOT"), with the original purpose of accelerating the repair and reconstruction of deficient bridges further defined as structures that are "poor" (referred to in FASTER as "Designated Bridges"), and, to finance expenditures relating thereto, with the authority to impose a Bridge Surcharge (as defined in FASTER); and

Whereas, in furtherance of such statutory purpose, the Enterprise entered into a Master Trust Indenture dated as of December 15, 2010 (the "2010 Master Indenture") with Wells Fargo Bank, N.A., as trustee (as succeeded by Zions Bancorporation, National Association, in such capacity, the "2010 Indenture Trustee"), and: (a) a 2010 Supplemental Trust Indenture dated as of December 15, 2010 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its Revenue Bonds, Senior Taxable Build America Series 2010A (the "Series 2010A Senior Bonds"; (b) a 2017 Supplemental Trust Indenture dated as of December 21, 2017 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its First Tier Subordinate Revenue Note (Central 70 Project) and made certain amendments to the 2010 Master Indenture; (c) a 2019 Supplemental Trust Indenture dated as of December 3, 2019 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Enterprise issued its Senior Revenue Refunding Bonds, Series 2019A, for the purpose of refunding a portion of the Series 2010A Senior Bonds; and (d) a 2024 Supplemental Trust Indenture dated as of April 16, 2024 between the Enterprise and the 2010 Indenture Trustee, executed in connection with the execution and delivery of the IRB Master Indenture (as defined below) pursuant to which the Enterprise made certain exclusions from the trust estate established by the 2010 Master Indenture and made certain directions to the 2010 Indenture Trustee to facilitate the pledge of the IRB Trust Estate (as defined below) and the issuance of obligations pursuant to the IRB Master Indenture; and (e) a 2024B Supplemental Trust Indenture dated as of December 19, 2024 between the Enterprise and the 2010 Indenture Trustee, pursuant to which the Senior Revenue Refunding Bonds, Series 2024B, for the purpose of refunding a the remaining Series 2010A Senior Bonds (the 2010 Master Indenture, the supplemental trust indentures referred to above in this recital, and any future supplemental trust indentures executed pursuant to the 2010 Master Indenture are referred to herein collectively as the "2010 Indenture," and the obligations of the Enterprise referred to above in this recital and any additional obligations issued by the Enterprise pursuant to the 2010 Indenture are referred to collectively herein as the "2010 Indenture Obligations"); and

Whereas, subsequent to the original enactment of FASTER, the Colorado General Assembly has enacted certain amendments to FASTER, including in SB 21-260 and HB 23-1276, pursuant to which the Enterprise was renamed as the "Colorado Statewide Bridge and Tunnel Enterprise," and its lawful purposes were expanded to include the completion of Preventative Maintenance Bridge Projects and Tunnel Projects in addition to Designated Bridge Projects (as each such term is defined in FASTER); and

Whereas, to fund such additional statutory mandate, said amendments authorized the Enterprise to impose Bridge and Tunnel Impact Fees and Bridge and Tunnel Retail Delivery Fees (as each such term is defined in FASTER) in addition to Bridge Surcharges; and

Whereas, as a means to fulfilling the Enterprise's expanded statutory mandate, the Enterprise entered into a new Master Trust Indenture dated as of April 16, 2024 (the "IRB Master Indenture") with Zions Bancorporation, National Association (in such capacity, the "Trustee") for the purpose of authorizing the issuance of "infrastructure revenue bonds" (the "Bonds") in one or more series for the purpose of financing Designated Bridge Projects, Preventative Maintenance Bridge Projects and Tunnel Projects (collectively, "IRB Projects"), as well as refunding outstanding such Bonds, 2010 Indenture Obligations or other financial obligations of the Enterprise; and

Whereas, on April 27, 2022, plaintiffs filed litigation styled *Americans for Prosperity v. State of Colorado*, Case No. 2022CV30971 (referred to herein as the "AFP Lawsuit") challenging the validity of SB 21-260 and the expansion of the powers of the Enterprise made thereby, including the authorization of the Enterprise to impose the Bridge and Tunnel Impact Fees and Bridge and Tunnel Retail Delivery Fees, under certain Colorado constitutional and statutory provisions; and

Whereas, the IRB Master Indenture pledges to the Trustee the trust estate established thereby (the "IRB Trust Estate"), including without limitation (a) Bridge Surcharge revenues and other amounts transferred by the 2010 Indenture Trustee to the Trustee that are not required to pay debt service with respect to the 2010 Indenture Obligations (as further defined in the IRB Master Indenture, the "2010 Indenture Surplus Revenues"), and (b) upon the rendering of a final, nonappealable favorable judgment with respect to the Enterprise in the AFP Lawsuit, revenues from the Bridge and Tunnel Impact Fees and Bridge and Tunnel Retail Delivery Fees; and

Whereas, concurrently with the execution and delivery of the IRB Master Indenture, the Enterprise entered into a Series 2024A Supplemental Trust Indenture with the Trustee dated as April 16, 2024 supplementing the IRB Master Indenture, pursuant to which the Enterprise issued the "Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2024A" (the "Series 2024A Bonds"), for the purpose of financing the costs of certain IRB Projects; and

Whereas, the proceeds of the Series 2024A Bonds have been and are being expended on the costs of said IRB Projects; and

Whereas, the Enterprise entered into a Series 2025A Supplemental Trust Indenture with the Trustee dated as May 8, 2025 supplementing the IRB Master Indenture, pursuant to which the Enterprise issued the "Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2025A" (the "Series 2025A Bonds"), for the purpose of financing the costs of certain IRB Projects; and

Whereas, the proceeds of the Series 2025A Bonds have been and are being expended on the costs of said IRB Projects; and

Whereas, on September 29, 2025, the Colorado Supreme Court, a court of competent jurisdiction in the AFP Lawsuit, issued its ruling denying the plaintiffs' petition for writ of certiorari with respect to the Colorado Court of Appeals' order affirming the District Court's ruling in favor of the Enterprise and the other State of Colorado (the "State") defendants in the AFP Lawsuit, and on October 1, 2025, the Court of Appeals issued its mandate affirming the judgment of the District Court in favor of the Enterprise and said other State defendants; and

Whereas, on January 22, 2026, following the failure of plaintiffs to file a petition for writ of certiorari to the United States Supreme Court before the expiration of the statutory period for filing the same, the Enterprise certified to the Trustee in accordance with Section 5.11 of the IRB Master Indenture that a court of competent jurisdiction had rendered a final nonappealable judgment in the AFP Lawsuit to the effect that the Enterprise is lawfully empowered to impose and collect the Bridge and Tunnel Impact Fees and the Bridge and Tunnel Retail Delivery Fees; and

Whereas, pursuant to Section 1.01(a) of the IRB Master Indenture, the Bridge and Tunnel Impact Fees and the Bridge and Tunnel Retail Delivery Fees were added to the pledge of the IRB Trust Estate as of the date of such certificate without further action by the Enterprise; and

Whereas, due to the need to finance the costs of additional IRB Projects, the Board of Directors of the Enterprise (the "Enterprise Board") now desires that the Enterprise issue a new series of Bonds to be entitled the "Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2026A" (the "Series 2026A Bonds"); and

Whereas, the Enterprise Board further desires that the Series 2026A Bonds be sold pursuant to a Bond Purchase Agreement (the "Bond Purchase Agreement") between the Enterprise and BofA Securities, Inc., on behalf of itself and as representative (the "Representative") of Barclays Capital Inc., Piper Sandler & Co. and RBC Capital Markets, LLC (collectively, the "Underwriters"); and

Whereas, in connection with the marketing and sale of the Series 2026A Bonds, the Underwriters have requested that the Enterprise approve the distribution and use of a preliminary official statement and final official statement with respect to the Series 2026A Bonds (the "Preliminary Official Statement" and the "Official Statement," respectively); and

Whereas, in connection with the issuance of the Series 2026A Bonds, the Enterprise will be required to enter into a continuing disclosure undertaking (the "Continuing Disclosure Undertaking"), pursuant to which the Enterprise will be required to file certain financial and operating information with respect to the Enterprise and CDOT on an annual basis, and notice of the occurrence of certain enumerated events, with the Municipal Securities Rulemaking Board; and

Whereas, the Series 2026A Bonds, when issued, will be special, limited obligations of the Enterprise, payable solely from and secured solely by a senior pledge and lien on the IRB Trust Estate, and will not create, and shall not be deemed or construed as creating, a debt or multiple fiscal year direct or indirect debt or other financial obligation of CDOT or the State of Colorado (the "State"); and

Whereas, there is on file with the Enterprise Board forms of the 2026A Supplemental Indenture (including the form of the Series 2026A Bonds appended thereto), the Bond Purchase Agreement and the Continuing Disclosure Undertaking (collectively, the "Bond Documents"), and a form of the Preliminary Official Statement with respect to the Series 2026A Bonds; and

Whereas, the Enterprise Board desires to authorize and approve the issuance of the Series 2026A Bonds, the execution and delivery of the Bond Documents, the use and distribution of the Preliminary Official Statement, and the execution, use and distribution of the Official Statement; and

Whereas, the Enterprise receives less than 10% of its annual revenue in grants, as such term is used in Article X, Section 20 of the Constitution of the State, from the State government and local governments in the State, combined.

Now Therefore Be It Resolved, pursuant to and in accordance with the Constitution and laws of the State, including, without limitation, FASTER and the Supplemental Public Securities Act, title 11, article 57, part 2, Colorado Revised Statutes, as amended (the "Supplemental Securities Act"), the Enterprise Board hereby approves and authorizes the issuance of the Series 2026A Bonds by the Enterprise, and the execution and delivery of the same on behalf of the Enterprise by the Director of the Enterprise (the "Enterprise Director") or any member of the Enterprise Board, in a maximum principal amount not to exceed $150,000,000 and with a final maturity not later than December 31, 2042, in substantially the form appended to the 2026A Supplemental Indenture, with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the person(s) executing the same (whose signature(s) thereon shall constitute conclusive evidence of such approval). The Enterprise Board hereby elects to apply all of the provisions of the Supplemental Securities Act to the issuance of the Series 2026A Bonds and, pursuant to the provisions of the Supplemental Securities Act, hereby delegates to the Enterprise Director or any member of the Enterprise Board (for such purpose, the "Sale Delegate") the determination of those terms of the Series 2026A Bonds provided for in Section 11-57-205, Colorado Revised Statutes, as amended (subject to the maximum principal amount and maximum final maturity set forth above and the provisions of the following paragraph regarding Credit Facilities (as defined below)).

Be It Further Resolved, the Sale Delegate is hereby authorized to solicit Assured Guaranty Corporation to submit a bid to issue a bond insurance policy (as used in the IRB Master Indenture and the 2026A Supplemental Indenture, a "Credit Facility") insuring the payment of the principal of and interest on any or all maturities of the Series 2026A Bonds. In the event that the Sale Delegate determines that the acceptance by the Enterprise of a commitment to issue such a Credit Facility (a "Commitment") is advantageous to the Enterprise(for which determination the Sale Delegate may take into consideration factors other than the cost of the related Credit Facility), the Sale Delegate may accept such Commitment, so long as (a) the cost of such Credit Facility shall not exceed the present value of the interest savings on the Series 2026A Bonds achieved as a result of issuing the Series 2026A Bonds with such Credit Facility (as compared to the interest which would have been payable on the Series 2026A Bonds if not so insured with a Credit Facility), and (b) the acceptance of such Commitment is not conditioned upon compliance by the Enterprise or CDOT with conditions deemed unacceptable by the Sales Delegate. In the event that the Sale Delegate shall accept such Commitment as described in the preceding sentence, the Series 2026A Bonds (or applicable maturities thereof) shall be insured by the related Credit Facility, and the Sale Delegate shall be authorized to make such changes and additions to the Bond Documents, not inconsistent herewith, as shall be required by such Commitment; provided that notwithstanding the provisions of this paragraph, if the Sale Delegate determines that such Commitment is not advantageous to the Enterprise or is conditioned upon the compliance by the Enterprise or CDOT with conditions deemed unacceptable by the Sale Delegate, then such Commitment shall not be accepted and none of the Series 2026A Bonds shall be insured.

Be It Further Resolved, the Enterprise Board hereby approves the Bond Documents and authorizes the Enterprise Director or any member of the Enterprise Board to execute and deliver each of the Bond Documents on behalf of the Enterprise, in substantially the respective forms filed with the Enterprise Board prior to the meeting of the Enterprise Board at which this Resolution is adopted, with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the person(s) executing the same on behalf of the Enterprise (whose signature(s) thereon shall constitute conclusive evidence of such approval).

Be It Further Resolved, the Enterprise Board hereby (a) approves and authorizes the distribution and use by the Underwriters, in connection with the marketing and sale of the Series 2026A Bonds,

of the Preliminary Official Statement, in the form thereof filed with the Enterprise Board prior to the meeting of the Enterprise Board at which this Resolution is adopted, with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the Enterprise Director, any member of the Enterprise Board, or other duly authorized officer of the Enterprise, (b) authorizes the Enterprise Director, any member of the Enterprise Board or other duly authorized officer of the Enterprise to deem said form of Preliminary Official Statement, with said changes therein and additions thereto, final for purposes of Securities and Exchange Commission Rule 15c2-12 (17 C.F.R. § 240.15c2-12), and (c) approves and authorizes the distribution and use by the Underwriters in connection with the marketing and sale of the Series 2026A Bonds, and the execution thereof by the Enterprise Director, any member of the Enterprise Board or other duly authorized officer of the Enterprise, of a final Official Statement, in substantially the form of the Preliminary Official Statement, with such changes therein and additions thereto, not inconsistent with this Resolution, as are approved by the person(s) executing the same on behalf of the Enterprise (whose signature(s) thereon shall constitute conclusive evidence of such approval).

Be It Further Resolved, the Enterprise Board hereby finds, declares and determines that the Series 2026A Bonds, when issued, will be special, limited obligations of the Enterprise, payable solely from and secured solely by the IRB Trust Estate, and will not create, and shall not be deemed or construed as creating, a debt or multiple fiscal year direct or indirect debt or other financial obligation of CDOT or the State.

Be It Further Resolved, the Enterprise Board hereby finds, declares and determines that the Enterprise is an "enterprise" within the meaning of Article X, Section 20 of the Constitution of the State, and hereby covenants and agrees for the benefit of the registered owners of the Series 2026A Bonds that so long as any of the Series 2026A Bonds remain outstanding, the Enterprise will continue to qualify as an "enterprise" within such meaning; provided, however, after the Enterprise's fiscal year during which the Series 2026A Bonds are issued, the Enterprise Board may disqualify the Enterprise as an "enterprise" in any year in which the Enterprise Director certifies that said disqualification will not materially adversely affect the enforceability of the Series 2026A Bonds, any of the Bond Documents, the IRB Master Indenture, the 2026A Supplemental Indenture or any other Supplemental Indenture.

Be It Further Resolved, the Enterprise Board hereby authorizes the Enterprise Director, any member of the Enterprise Board or other duly authorized officer of the Enterprise, to execute and deliver such certificates and other documents (including, but not limited to, one or more tax compliance certificates or similar documents with respect to the Series 2026A Bonds) and take such other actions as may be necessary or convenient to the accomplishment of the purposes of this Resolution and the documents referred to herein, including, without limitation, the delivery of all certificates and other documents required to be delivered by the provisions of the Bond Purchase Agreement, the IRB Master Indenture, the 2026A Supplemental Indenture, and the Credit Facility and Commitment therefor (if any).

Be It Further Resolved, the Enterprise Board hereby ratifies and confirms any action previously taken by the Enterprise Director and any other officers and employees of the Enterprise and any delegations the Enterprise Director has made prior to the date hereof with respect to the issuance of the Series 2026A Bonds.

Be It Further Resolved, all prior acts, orders or resolutions, or parts thereof, of the Enterprise that are in conflict with this Resolution are hereby repealed, except that this repealer shall not be construed to revive an act, order or resolution, or part thereof, heretofore repealed.

Be It Further Resolved, if any section, paragraph, clause or provision of this Resolution or any of the documents referred to herein shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining sections, paragraphs, clauses or provisions of this Resolution.

Be It Further Resolved, this Resolution shall take effect immediately upon its introduction and passage and, following the issuance of the Series 2026A Bonds, shall be and remain irrepealable until all amounts due with respect to the Bonds shall be fully paid, satisfied and discharged and all other obligations of the Enterprise with respect to the Bonds shall have been satisfied as provided in the IRB Master Indenture.

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I hereby certify that the attached Resolution Number BE-26-_____ is a true and exact copy of the resolution adopted by the Board of Directors of the Colorado Statewide Bridge and Tunnel Enterprise on November 19, 2026.

_____
Herman Stockinger, Secretary
Colorado Statewide Bridge and Tunnel Enterprise

Bridge and Tunnel Enterprise Proposed Resolution #BTE3

Approval and Adoption of the Fourth Supplement to the Fiscal Year 2026-27 Budget for the Statewide Bridge and Tunnel Enterprise (BTE).

Approved by the Bridge and Tunnel Enterprise Board of Directors on November 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 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 2026-27 through FY 2029-30 Statewide Transportation Improvement Program (STIP); and

Description	Region	Project Number	Eligible Structures Addressed	Amount Requested
Initiate Construction Phase	3	27813	B-07-S	$ 4,798,190
Initiate Design Phase	1,2,3,5	N/A	See Attachment A	$ 9,385,256
Initiate Design Phase	4	N/A	See Attachment B	$ 1,472,823

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

Now Therefore Be It Resolved, after review and consideration, the Fourth Supplement to the Fiscal Year 2026-27 Budget is approved by the Bridge and Tunnel Enterprise Board.

_____

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

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment A: Regions 1, 2, 3, and 5
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
E-16-JY	1	Ramp To I-76 EBND over I-70 ML EBND	Jefferson	I-76 Bundle	9,771
E-16-ME	1	I-76 ML WBND over 60th Ave, Ditch	Adams	I-76 Bundle	25,338
E-16-MF	1	I-76 ML EBND over 60th Ave, Ditch	Adams	I-76 Bundle	25,346
E-16-PL	1	I-70 ML over SH 121 ML	Jefferson	I-76 Bundle	43,416
E-17-CB	1	US 6 ML over UPRR	Adams	I-76 Bundle	16,720
E-17-EO	1	US 6 ML EBND over Burlington Canal	Adams	I-76 Bundle	2,608
E-17-HP	1	SH 224 ML over I-76 Ramp, UPRR	Adams	I-76 Bundle	14,585
E-17-MF	1	US 6 ML WBND over Burlington Canal	Adams	I-76 Bundle	2,608
E-17-QB	1	I-76 EB ML over I-76 WB On Ramp From I-270	Adams	I-76 Bundle	8,766
E-17-QC	1	I-76 WB ML over I-76 EB On Ramp From I-270	Adams	I-76 Bundle	12,989
F-16-TX	1	Jct 470W over US 40 ML & Lena Gulch	Jefferson	South Golden Bundle	31,705
F-16-TY	1	SH 470 Ramp over US 6 ML	Jefferson	South Golden Bundle	22,270
F-16-TZ	1	SH 470 ML over Ramp & Bike Path	Jefferson	South Golden Bundle	6,613
F-20-AT	1	I-70 ML WBND over Draw	Arapahoe	I-70 E Bridge Repairs	3,948
F-20-AU	1	I-70 ML EBND over Draw	Arapahoe	I-70 E Bridge Repairs	3,948
F-20-AX	1	I-70 ML WBND over County Road 201	Arapahoe	I-70 E Bridge Repairs	3,923
F-20-AY	1	I-70 ML EBND over County Road 201	Arapahoe	I-70 E Bridge Repairs	3,927
F-20-BC	1	I-70 ML EBND over I-70 Business Rt	Arapahoe	I-70 E Bridge Repairs	4,578
F-20-BD	1	I-70 ML WBND over I-70 Business Rt	Arapahoe	I-70 E Bridge Repairs	4,578
F-20-BG	1	I-70 ML WBND over County Road 197	Arapahoe	I-70 E Bridge Repairs	2,919
F-20-BI	1	I-70 ML EBND over County Road 197	Arapahoe	I-70 E Bridge Repairs	2,919
F-20-BK	1	I-70 ML EBND over Middle Bijou Creek	Arapahoe	I-70 E Bridge Repairs	19,715
F-20-BM	1	I-70 ML EBND over East Bijou Creek	Arapahoe	I-70 E Bridge Repairs	19,772
I-17-GF	2	US 24 ML WBND over El Paso Blvd, Fountain Creek	El Paso	R2: Maintenance Priority Bundle 1	9,122
I-17-GG	2	US 24 ML EBND over El Paso Blvd, Fountain Creek	El Paso	R2: Maintenance Priority Bundle 1	7,995
J-18-B	2	US 85 ML over Draw	El Paso	R2: Maintenance Priority Bundle 1	734
I-17-LT	2	I-25 ML NBND over Centennial Blvd	El Paso	Colorado Springs Bundle	11,312
I-17-LU	2	I-25 ML SBND over Centennial Blvd	El Paso	Colorado Springs Bundle	11,494
I-17-NH	2	I-25 ML SBND over Mark Dabling/UPRR	El Paso	Colorado Springs Bundle	36,240
I-17-NI	2	I-25 ML NBND over Mark Dabling/UPRR	El Paso	Colorado Springs Bundle	36,240
I-17-OO	2	I-25 ML SBND over Colorado Ave, Spruce St	El Paso	Colorado Springs Bundle	15,016
I-17-OP	2	I-25 ML NBND over Colorado Ave, Spruce St	El Paso	Colorado Springs Bundle	13,244
K-18-CG	2	I-25 ML NBND over Steel Hollow	Pueblo	R2: Maintenance Priority Bundle 2	6,264
K-18-HA	2	I-25 ML SBND over Steel Hollow	Pueblo	R2: Maintenance Priority Bundle 2	7,616
L-22-AL	2	US 50 ML EBND over Timpas Creek	Otero	La Junta Bundle	9,102
L-22-BB	2	SH 266 ML over Ft Lyon Storage Canal	Otero	La Junta Bundle	4,570
L-22-CH	2	SH 109 ML over Fort Lyon Canal	Otero	La Junta Bundle	3,604
L-23-AH	2	SH 194 ML over Fort Lyon Canal	Bent	La Junta Bundle	2,314
L-23-B	2	SH 194 ML over Fort Lyon Canal	Bent	La Junta Bundle	3,018
L-23-S	2	US 50 ML EBND over Vandiver Arroyo	Otero	La Junta Bundle	5,338
M-22-M	2	US 50 ML over Anderson Arroyo	Otero	La Junta Bundle	12,880

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment A: Regions 1, 2, 3, and 5
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
M-22-X	2	US 50 ML over King Arroyo	Otero	La Junta Bundle	14,299
M-23-J	2	US 50 ML EBND over Otero Canal	Otero	La Junta Bundle	2,346
L-22-BI	2	SH 71 ML over Catlin Canal	Otero	Rocky Ford Bundle	910
L-22-BN	2	SH 71 ML over Otero Canal	Otero	Rocky Ford Bundle	904
L-22-BT	2	SH 71 ML over Highline Canal	Otero	Rocky Ford Bundle	910
L-22-CL	2	SH 202 ML over Catlin Canal	Otero	Rocky Ford Bundle	2,209
L-22-I	2	US 50 ML EBND over Rocky Ford Canal	Otero	Rocky Ford Bundle	1,785
M-22-AC	2	SH 71 ML over Otero Canal	Otero	Rocky Ford Bundle	872
M-22-AD	2	SH 71 ML over Timpas Creek	Otero	Rocky Ford Bundle	5,300
N-17-BG	2	I-25 NBND over Sull Creek	Huerfano	R2: Maintenance Priority Bundle 3	6,290
N-17-BH	2	I-25 ML SBND over Sull Creek	Huerfano	R2: Maintenance Priority Bundle 3	6,279
C-02-A	3	US 40 ML over Big Wolf Creek	Moffat	Rangely Bundle	5,537
D-01-E	3	SH 64 ML over White River	Rio Blanco	Rangely Bundle	8,649
D-02-A	3	SH 64 ML over Spring Creek	Rio Blanco	Rangely Bundle	2,956
D-02-B	3	SH 64 ML over Fletchers Gulch	Rio Blanco	Rangely Bundle	2,676
D-02-F	3	SH 64 ML over Hammond Draw	Rio Blanco	Rangely Bundle	2,086
F-06-AG	3	County Road over I-70 ML	Garfield	Glenwood Springs Bundle	10,645
F-06-AH	3	Rmp To Frontage Rd over Mamm Creek	Garfield	Glenwood Springs Bundle	3,072
F-06-K	3	I-70 Access Rd over UPRR	Garfield	Glenwood Springs Bundle	4,118
F-06-M	3	I-70 Access Rd over Colorado River	Garfield	Glenwood Springs Bundle	7,893
F-06-O	3	I-70 ML WBND over Elk Creek	Garfield	Glenwood Springs Bundle	2,626
F-06-P	3	I-70 ML EBND over Elk Creek	Garfield	Glenwood Springs Bundle	2,626
F-06-R	3	County Road 214 over I-70 ML	Garfield	Glenwood Springs Bundle	5,660
F-06-S	3	County Road 262 over I-70 ML	Garfield	Glenwood Springs Bundle	5,467
F-06-T	3	I-70 Silt Spur over UPRR	Garfield	Glenwood Springs Bundle	4,539
F-07-AD	3	I-70 ML WBND over County Road 134	Garfield	Glenwood Springs Bundle	4,452
F-07-AE	3	I-70 ML EBND over County Road 134	Garfield	Glenwood Springs Bundle	4,452
F-07-AF	3	I-70 ML WBND over County Road 133	Garfield	Glenwood Springs Bundle	4,956
F-07-AG	3	I-70 ML EBND over County Road 133	Garfield	Glenwood Springs Bundle	4,956
F-07-AH	3	Devereux Road over I-70 ML	Garfield	Glenwood Springs Bundle	5,780
F-07-AI	3	I-70 ML over SH 82 ML	Garfield	Glenwood Springs Bundle	9,727
F-07-P	3	County Road 129 over I-70 ML	Garfield	Glenwood Springs Bundle	4,410
F-12-AG	3	SH 91 ML over I-70 ML	Summit	Summit Bundle	22,336
F-12-AJ	3	Shrine Pass Road over I-70 ML	Summit	Summit Bundle	10,567
F-12-AK	3	I-70 ML EBND over Wilder Gulch	Summit	Summit Bundle	9,534
F-12-AL	3	I-70 ML WBND over Corral Creek	Summit	Summit Bundle	16,002
F-12-AM	3	I-70 ML EBND over Smith Gulch	Summit	Summit Bundle	11,445
F-12-AN	3	I-70 ML EBND over Stafford Gulch	Summit	Summit Bundle	16,086
F-12-AO	3	I-70 ML EBND over Guller Gulch	Summit	Summit Bundle	17,262
F-12-AP	3	I-70 ML EBND over West Ten Mile Creek	Summit	Summit Bundle	27,174
F-12-P	3	I-70 ML WBND over Farm Access Road	Summit	Summit Bundle	2,919

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment A: Regions 1, 2, 3, and 5
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
F-12-R	3	I70 ML WBND over SH 9 ML	Summit	Summit Bundle	13,884
F-12-V	3	I-70 ML WBND over Frisco Main Street	Summit	Summit Bundle	6,396
H-01-AF	3	I-70 ML WBND over US 6 ML	Mesa	Fruita Bundle	6,096
H-01-AG	3	I-70 ML EBND over US 6 ML	Mesa	Fruita Bundle	6,099
H-01-I	3	I-70 ML WBND over Reed Drain	Mesa	Fruita Bundle	4,221
H-01-J	3	I-70 ML EBND over Reed Drain	Mesa	Fruita Bundle	4,221
H-02-FD	3	I-70 ML WBND over Hunter Wash	Mesa	Fruita Bundle	2,940
H-02-FE	3	I-70 ML EBND over Hunter Wash	Mesa	Fruita Bundle	2,940
H-02-FG	3	I-70 ML WBND over Adobe Creek	Mesa	Fruita Bundle	3,927
H-02-FH	3	I-70 ML EBND over Adobe Creek	Mesa	Fruita Bundle	3,924
H-02-FJ	3	SH 340 ML over I-70 ML	Mesa	Fruita Bundle	15,039
H-02-FQ	3	I-70 ML WBND over UPRR, River Road	Mesa	Fruita Bundle	11,994
H-02-FR	3	I-70 ML EBND over Co Road, UPRR	Mesa	Fruita Bundle	12,054
H-02-FU	3	I-70 ML WBND over US 6 ML	Mesa	Fruita Bundle	7,323
G-08-B	3	SH 133 ML over Roaring Fork River	Garfield	SH 133 Bundle	15,328
G-08-M	3	SH 133 ML over Thompson Creek	Pitkin	SH 133 Bundle	2,224
G-08-R	3	SH 133 ML over Crystal River	Garfield	SH 133 Bundle	3,831
H-07-H	3	SH 133 ML over East Muddy Creek	Gunnison	SH 133 Bundle	4,322
H-07-I	3	SH 133 ML over Muddy Creek	Gunnison	SH 133 Bundle	4,643
H-08-H	3	SH 133 ML over Coal Creek	Pitkin	SH 133 Bundle	3,040
I-07-P	3	SH 133 ML over N Fk Gunnison River	Gunnison	SH 133 Bundle	12,729
P-06-D	5	US 160 ML over Los Pinos River	La Plata	R5 Bundle 1	6,943
P-07-A	5	US 160 ML over Piedra River	Archuleta	R5 Bundle 1	5,599
P-07-D	5	IRR# SH 151 ML over Piedra River	Archuleta	R5 Bundle 1	11,635
O-03-C	5	IRR# Mesa Verde Road over US 160 ML	Montezuma	R5 Bundle 2	12,372
O-04-K	5	IRR# SH 140 ML over La Plata River	La Plata	R5 Bundle 2	2,826
O-05-AW	5	US 550 ML over Dsng RR	La Plata	R5 Bundle 2	7,766
P-04-A	5	IRR# SH 140 ML over La Plata River	La Plata	R5 Bundle 2	2,808
M-09-E	5	SH 149 ML over Rio Grande	Mineral	R5 Bundle 3	6,644
M-09-O	5	SH 149 ML over Willow Creek	Mineral	R5 Bundle 3	744
J-12-Z	5	US 50 ML over Spaulding Creek	Chaffee	R5 Bundle 4	1,457
K-11-H	5	US 50 ML over Tomichi Creek	Saguache	R5 Bundle 4	2,551
O-12-B	5	SH 15 ML over Monte Vista Canal	Rio Grande	R5 YR8 Bridge Preventative Maintenance	680
P-15-C	5	SH 159 ML over Culebra Creek	Costilla	R5 YR8 Bridge Preventative Maintenance	4,020
P-02-A	5	IRR# US 491 ML over Mancos River	Montezuma	US 491/160 Stateline North ST	4,216
P-02-B	5	IRR# US 491 ML over Indian Creek	Montezuma	US 491/160 Stateline North ST	3,179

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment B: Region 4
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
A-17-B	4	US 85 ML over Lone Tree Creek	Weld	R4 Regionwide BTE Bridge Preservation Project	3,206
A-17-C	4	US 85 ML over Little Owl Creek	Weld	R4 Regionwide BTE Bridge Preservation Project	2,363
A-17-V	4	County Road 70 over I-25 ML	Larimer	R4 Regionwide BTE Bridge Preservation Project	7,907
A-17-W	4	US 85 ML over Draw	Weld	R4 Regionwide BTE Bridge Preservation Project	2,356
A-26-AW	4	I-76 ML WBND over Sonnenberg Crossing	Logan	R4 Regionwide BTE Bridge Preservation Project	3,093
A-26-AX	4	I-76 ML EBND over Sonnenberg Crossing	Logan	R4 Regionwide BTE Bridge Preservation Project	3,114
A-26-J	4	I-76 ML WBND over Co.Rd 93 Red Lion Road	Logan	R4 Regionwide BTE Bridge Preservation Project	4,855
A-26-K	4	I-76 ML EBND over Co.Rd 93 Red Lion Road	Logan	R4 Regionwide BTE Bridge Preservation Project	4,840
A-26-M	4	I-76 ML EBND over County Road 9	Sedgwick	R4 Regionwide BTE Bridge Preservation Project	4,847
A-26-O	4	I-76 ML WBND over SH 59 ML	Sedgwick	R4 Regionwide BTE Bridge Preservation Project	4,843
A-26-P	4	I-76 ML EBND over SH 59 ML	Sedgwick	R4 Regionwide BTE Bridge Preservation Project	4,459
A-27-AE	4	I-76 ML WBND over County Road 29	Sedgwick	R4 Regionwide BTE Bridge Preservation Project	6,408
A-27-AF	4	I-76 ML EBND over County Road 29	Sedgwick	R4 Regionwide BTE Bridge Preservation Project	6,408
B-16-AL	4	SH 1 ML over Larimer Co Canal	Larimer	R4 Regionwide BTE Bridge Preservation Project	1,223
B-16-H	4	US 287 ML over Spring Creek	Larimer	R4 Regionwide BTE Bridge Preservation Project	3,535
B-17-CT	4	County Road 66 over I-25 ML	Larimer	R4 Regionwide BTE Bridge Preservation Project	6,918
B-18-B	4	US 85 ML NBND over Larimer-Weld Canal	Weld	R4 Regionwide BTE Bridge Preservation Project	1,072
B-23-AU	4	SH 63 ML over South Platte River	Logan	R4 Regionwide BTE Bridge Preservation Project	21,176
C-15-AK	4	SH 34 Access Road over Big Thompson River	Larimer	R4 Regionwide BTE Bridge Preservation Project	1,643
C-15-C	4	US 34 ML over Big Thompson River	Larimer	R4 Regionwide BTE Bridge Preservation Project	3,685
C-16-W	4	US 34 ML WBND over Barnes Inlet Canal	Larimer	R4 Regionwide BTE Bridge Preservation Project	1,469
C-17-BS	4	SH 257 ML over Loveland-Greeley Canal	Weld	R4 Regionwide BTE Bridge Preservation Project	1,134
C-17-EX	4	US 34 ML over Loveland-Greeley Canal	Weld	R4 Regionwide BTE Bridge Preservation Project	4,314
C-18-BK	4	US 85 Bypass SBND over US 85 Buss Rt	Weld	R4 Regionwide BTE Bridge Preservation Project	11,709
C-18-BL	4	US 85 ML NBND over Co.Rd 39.5, UPRR	Weld	R4 Regionwide BTE Bridge Preservation Project	10,308
C-18-BM	4	US 85 ML SBND over Co.Rd 39.5, UPRR	Weld	R4 Regionwide BTE Bridge Preservation Project	10,438
C-18-BN	4	US 85 ML SBND over Cache La Poudre River	Weld	R4 Regionwide BTE Bridge Preservation Project	11,091
C-18-CA	4	US 85 ML SBND over Greeley Canal No 2	Weld	R4 Regionwide BTE Bridge Preservation Project	1,454
C-20-AK	4	SH 144 ML over Jackson Lake Outlet	Morgan	R4 Regionwide BTE Bridge Preservation Project	683
C-20-AM	4	SH 39 ML over Bijou Canal	Morgan	R4 Regionwide BTE Bridge Preservation Project	972
C-21-AN	4	SH 52 ML over Riverside Canal	Morgan	R4 Regionwide BTE Bridge Preservation Project	2,332
C-21-BA	4	I-76 ML WBND over CR 20-Barlow Road	Morgan	R4 Regionwide BTE Bridge Preservation Project	4,705
C-21-BB	4	I-76 ML EBND over CR 20-Barlow Road	Morgan	R4 Regionwide BTE Bridge Preservation Project	4,704
C-21-E	4	I-76 ML EBND over SH 144 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	6,358
C-21-G	4	US 34 ML over Fort Morgan Canal	Morgan	R4 Regionwide BTE Bridge Preservation Project	2,646
C-21-I	4	I-76 ML WBND over SH 52 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	5,168
C-21-M	4	I-76 ML EBND over SH 52 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	5,168
C-22-B	4	US 34 ML over Uppr Platte,Beaver Canal	Morgan	R4 Regionwide BTE Bridge Preservation Project	2,131
C-22-F	4	US 6 ML over Lwr Platte,Beaver Canal	Morgan	R4 Regionwide BTE Bridge Preservation Project	919
C-22-N	4	SH 71 ML over Draw	Morgan	R4 Regionwide BTE Bridge Preservation Project	807
C-23-AQ	4	I-76 ML WBND over County Road Q	Washington	R4 Regionwide BTE Bridge Preservation Project	4,830

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment B: Region 4
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
C-23-AR	4	I-76 ML EBND over County Road Q	Washington	R4 Regionwide BTE Bridge Preservation Project	4,830
C-23-D	4	US 6 ML over Prewitt Res Intake Canal	Washington	R4 Regionwide BTE Bridge Preservation Project	2,166
C-23-E	4	I-76 ML WBND over Twenty Two Slough	Logan	R4 Regionwide BTE Bridge Preservation Project	2,923
C-23-F	4	I-76 ML EBND over Twenty Two Slough	Logan	R4 Regionwide BTE Bridge Preservation Project	2,919
C-23-L	4	US 6 ML over Prewitt Outlet Canal	Washington	R4 Regionwide BTE Bridge Preservation Project	2,127
C-23-O	4	US 6 ML over South Platte River Overflow	Logan	R4 Regionwide BTE Bridge Preservation Project	14,234
C-23-P	4	US 6 ML over South Platte River	Logan	R4 Regionwide BTE Bridge Preservation Project	28,410
C-25-A	4	SH 61 ML over Rock Creek	Washington	R4 Regionwide BTE Bridge Preservation Project	2,380
D-14-G	4	SH 72 ML over Middle St Vrain Creek	Boulder	R4 Regionwide BTE Bridge Preservation Project	3,441
D-15-BG	4	SH 93 ML over Ped. Underpass	Boulder	R4 Regionwide BTE Bridge Preservation Project	2,497
D-16-DA	4	US 287 ML over Boulder Creek	Boulder	R4 Regionwide BTE Bridge Preservation Project	19,131
D-16-DQ	4	SH 7 (Arapahoe) over Bike/Ped Underpass	Boulder	R4 Regionwide BTE Bridge Preservation Project	3,773
D-16-I	4	SH 119 N/EBND over Four Mile Creek	Boulder	R4 Regionwide BTE Bridge Preservation Project	6,402
D-16-J	4	SH 7 ML over South Boulder Creek	Boulder	R4 Regionwide BTE Bridge Preservation Project	7,004
D-18-BN	4	County Road 4 over I-76 ML, BNSF RR	Weld	R4 Regionwide BTE Bridge Preservation Project	22,234
D-19-F	4	SH 52 ML over Lost Creek	Weld	R4 Regionwide BTE Bridge Preservation Project	2,224
D-20-AC	4	US 6 ML over I-76 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	7,248
D-20-AG	4	County Road 4 over I-76 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	7,426
D-20-AH	4	SH 39 ML over I-76 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	7,872
D-21-P	4	I-76 Access Road over BNSF RR	Morgan	R4 Regionwide BTE Bridge Preservation Project	5,771
D-21-Q	4	County Road 12 over I-76 ML	Morgan	R4 Regionwide BTE Bridge Preservation Project	10,064
D-25-A	4	US 34 ML over BNSF RR	Yuma	R4 Regionwide BTE Bridge Preservation Project	4,811
F-22-A	4	US 36 ML over Beaver Creek	Washington	R4 Regionwide BTE Bridge Preservation Project	11,534
F-22-B	4	US 36 ML over W. Plum Bush Creek	Washington	R4 Regionwide BTE Bridge Preservation Project	2,413
F-23-D	4	US 36 ML over Sand Creek	Washington	R4 Regionwide BTE Bridge Preservation Project	6,630
F-25-A	4	US 36 ML over Arickaree River	Washington	R4 Regionwide BTE Bridge Preservation Project	15,674
G-19-A	4	SH 86 ML over Station Creek	Elbert	R4 Regionwide BTE Bridge Preservation Project	2,613
G-19-D	4	SH 86 ML over West Bijou Creek	Elbert	R4 Regionwide BTE Bridge Preservation Project	10,688
G-19-F	4	SH 86 ML over Comanche Creek	Elbert	R4 Regionwide BTE Bridge Preservation Project	8,381
G-20-C	4	SH 86 ML over Draw	Elbert	R4 Regionwide BTE Bridge Preservation Project	2,632
G-20-I	4	SH 86 ML over East Bijou Creek	Elbert	R4 Regionwide BTE Bridge Preservation Project	10,763
G-20-J	4	SH 86 ML over Draw	Elbert	R4 Regionwide BTE Bridge Preservation Project	2,612
G-20-N	4	SH 86 ML over Draw	Elbert	R4 Regionwide BTE Bridge Preservation Project	3,049
G-21-Y	4	I-70 Agate Spur over I-70 ML	Elbert	R4 Regionwide BTE Bridge Preservation Project	6,443
G-22-BC	4	I-70 ML WBND over US 24 ML	Lincoln	R4 Regionwide BTE Bridge Preservation Project	10,858
G-22-BL	4	I-70 ML EBND over US 24 ML	Lincoln	R4 Regionwide BTE Bridge Preservation Project	10,413
G-22-E	4	US 24 ML over Kyle RR	Lincoln	R4 Regionwide BTE Bridge Preservation Project	4,574
G-23-AF	4	County Road 34 over I-70 ML, Kyle RR	Lincoln	R4 Regionwide BTE Bridge Preservation Project	15,294
G-26-C	4	US 24 ML over Spring Creek	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	3,408
G-26-D	4	US 24 ML over Spring Creek	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	4,186
G-26-S	4	I-70 ML WBND over East Spring Creek	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	8,420

COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Attachment B: Region 4
Bridge Preventative Maintenance and Repair Program Bridge List

Structure Number	Region	Facility Carried over Featured Intersection	County	Project / Planned Bundle	Deck Area (sq. ft.)
G-26-U	4	I-70 ML EBND over East Spring Creek	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	9,252
G-27-E	4	US 385 ML over Sand Creek	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	957
H-22-A	4	SH 71 ML over North Rush Creek	Lincoln	R4 Regionwide BTE Bridge Preservation Project	5,808
H-27-C	4	US 385 ML over Smokey Hill River	Kit Carson	R4 Regionwide BTE Bridge Preservation Project	4,267
I-22-A	4	SH 71 ML over Mustang Creek	Lincoln	R4 Regionwide BTE Bridge Preservation Project	5,972
I-24-B	4	SH 94 ML over Big Sandy Creek	Cheyenne	R4 Regionwide BTE Bridge Preservation Project	7,476
I-24-Q	4	US 40 ML over Arroyo Creek	Cheyenne	R4 Regionwide BTE Bridge Preservation Project	8,762
I-24-S	4	US 40 ML over Adobe Gulch	Cheyenne	R4 Regionwide BTE Bridge Preservation Project	5,958
I-25-G	4	US 40 ML over Wild Horse Creek	Cheyenne	R4 Regionwide BTE Bridge Preservation Project	12,698
J-27-J	4	US 385 ML over Draw	Cheyenne	R4 Regionwide BTE Bridge Preservation Project	1,994

Bridge and Tunnel Enterprise Proposed Resolution #BTE4

Approval of the Bridge and Tunnel Enterprise Fiscal Year 2027-28 BTE Proposed Annual Budget Allocation Plan.

Approved by the Bridge and Tunnel Enterprise Board of Directors on November 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, in 2026, the Colorado General Assembly passed Senate Bill (SB) 26-141, which was signed into law by the Governor on May 27, 2026, expanding the scope of the Enterprise to include wildlife safe passage projects, defined in C.R.S. § 43-4-803(10) as one or more projects that reduce wildlife-vehicle collisions and improve habitat connectivity by providing wildlife road crossings; 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), 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 2027-28, BTE staff presents a $207.7 million FY 2027-28 BTE Final Annual Budget Allocation Plan proposed annual budget for Fund 538 for approval by the Board.

Whereas, pursuant to C.R.S. § 43-4-805 (3.5)(a), BTE is authorized to impose an optional collision prevention fee at the time of registering a passenger motor vehicle, light-weight truck, motorcycle, or recreational vehicle; and

Whereas, pursuant to C.R.S. § 43-4-805(3.5)(a), revenue received by the BTE from the collision prevention fee will be deposited in the Collision Prevention Fund, Fund 549; and

Whereas, for Fiscal Year 2027-28, BTE staff presents a $3.0 million FY 2027-28 BTE Final Annual Budget Allocation Plan for Fund 549 for approval by the Board.

Now Therefore Be It Resolved, the Bridge and Tunnel Enterprise proposed budget for Fiscal Year 2027-28 for Fund 538 and Fund 549, attached hereto as Exhibit A, is hereby approved by the Board.

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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 2027-28 Proposed Allocation Plan 7/1/2027

	Fiscal Year 2027-28 Estimated Revenues		
Line	Source	FY 2026-27 Estimated Revenue	FY 2027-28 Estimated Revenue
1	FASTER Bridge Safety Surcharge Fee	$ 120,938,628	$ 120,842,396
2	Bridge & Tunnel Impact Fee	$ 47,873,360	$ 51,673,068
3	Bridge & Tunnel Retail Delivery Fee	$ 12,864,204	$ 14,050,901
4	Federal Funds for 2019A and 2024B Bond Debt Service	$ 15,000,000	$ 15,000,000
5	Interest Earnings and Miscellaneous Revenue	$ 10,337,666	$ 6,176,378
6	**Total Estimated Yearly Revenue**	**$ 207,013,858**	**$ 207,742,743**
	Fiscal Year 2027-28 Allocations		
Line	Budget Item	FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan
7	**Administrative & Operating Activities (Cost Centers)**	**$ 2,603,113**	**$ 1,978,011**
8	Bridge & Tunnel Enterprise Staff Compensation & Employee Appreciation	$ 1,039,155	$ 1,283,771
9	Bridge & Tunnel Enterprise Program Support & Other Consulting	$ 1,075,000	$ 200,000
10	Attorney General Legal Services	$ 50,000	$ 35,000
11	Annual Audit	$ 35,000	$ 17,000
12	In-state Travel Expenses	$ 6,700	$ 6,700
13	Out of State Travel Expenses	$ 7,200	$ 7,200
14	Operating Expenses	$ 4,000	$ 6,000
15	Trustee Fee & Continuing Disclosure	$ 10,000	$ 35,000
16	Central Services	$ 376,058	$ 387,340
17	**Administrative & Operating Activities Unallocated Balance**	**$ -**	**$ -**
18	**Maintenance & Preservation (Cost Centers)**	**$ 1,403,188**	**$ 1,445,284**
19	Bridge and Tunnel Preservation	$ -	$ -
20	Routine Maintenance on Bridge and Tunnel Enterprise Structures	$ 1,403,188	$ 1,445,284
21	**Maintenance & Preservation Unallocated Balance**	**$ -**	**$ -**
22	**Debt Service and Availability Payments (Cost Centers and Pools)**	**$ 78,267,402**	**$ 78,918,977**
23	Series 2019A Refunding Bonds Debt Service	$ 13,699,700	$ 13,683,300
24	Series 2024B Refunding Bonds Debt Service	$ 11,804,500	$ 11,804,500
25	Central 70 Availability Payment	$ 33,398,714	$ 34,066,689
26	Series 2024A Infrastructure Revenue Bond Debt Service	$ 7,960,975	$ 7,960,975
27	Series 2025A Infrastructure Revenue Bond Debt Service	$ 11,403,513	$ 11,403,513
28	**Debt Service Unallocated Balance**	**$ -**	**$ -**
29	**Construction Program (Cost Centers & Pools)**	**$ 124,740,155**	**$ 125,400,471**
30	Capital Construction	$ 124,740,155	$ 125,400,471
31	**Construction Program Unallocated Balance**	**$ -**	**$ -**
	Total Fund 538 Estimated Revenue	**$ 207,013,858**	**$ 207,742,743**
	Total Fund 538 Itemized Allocations	**$ 207,013,858**	**$ 207,742,743**
	Total Fund 538 Unallocated Balance	**$ -**	**$ -**

Line	Budget Category / Program	FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan
1	Bridge & Tunnel Enterprise		
2	Capital Construction	$124.7 M	$125.4 M
3	Asset Management	$124.7 M	$125.4 M
4	Capital Construction	$124.7 M	$125.4 M
5	Maintenance and Operations	$1.4 M	$1.4 M
6	Asset Management	$1.4 M	$1.4 M
7	Maintenance and Preservation	$1.4 M	$1.4 M
8	Administration & Agency Operations	$2.6 M	$2.0 M
9	Agency Operations	$2.6 M	$2.0 M
10	Debt Service	$78.3 M	$78.9 M
11	Debt Service	$78.3 M	$78.9 M
12	TOTAL - Bridge & Tunnel Enterprise	$207.0 M	$207.7 M

Bridge and Tunnel Enterprise
Statewide Bridge and Tunnel Enterprise Collision Prevention Fund 549 C.R.S. §43-4-805 (3.5)(a)
Fiscal Year 2027-28 Proposed Allocation Plan 7/1/2027

	Fiscal Year 2027-28 Estimated Revenues		
Line	Source	FY 2026-27 Estimated Revenue	FY 2027-28 Estimated Revenue
1	Collision Prevention Fee	$ 1,475,681	$ 2,951,363
2	Intra-Agency Loan Agreement for SB26-141 Start-up Funds	$ 610,000	$ -
3	Interest Earnings & Miscellaneous Revenue	$ -	$ -
4	**Total Estimated Yearly Revenue**	**$ 2,085,681**	**$ 2,951,363**
	Fiscal Year 2027-28 Allocations		
Line	Budget Item	FY 2026-27 Amended Allocation Plan	FY 2027-28 Proposed Allocation Plan
5	**Administrative & Operating Activities (Cost Centers)**	**$ 610,000**	**$ 1,290,934**
6	Bridge & Tunnel Enterprise Staff & Program Support Compensation	$ 97,796	$ 100,730
7	Legal Services	$ 19,940	$ 15,000
8	Operating Expenses	$ 8,024	$ 27,964
9	Outreach Campaign	$ 484,240	$ 498,767
10	Repayment of Intra-Agency Loan Agreement for SB26-141 Start-up Funds	$ -	$ 648,473
11	**Administrative & Operating Activities Unallocated Balance**	**$ -**	**$ -**
12	**Construction Program (Cost Centers & Pools)**	**$ 1,475,681**	**$ 1,660,429**
13	Capital Construction	$ 1,475,681	$ 1,660,429
14	**Construction Program Unallocated Balance**	**$ -**	**$ -**
	Total Collision Prevention Fund 549 Available Budget	**$ 2,085,681**	**$ 2,951,363**
	Total Collision Prevention Fund 549 Itemized Allocations	**$ 2,085,681**	**$ 2,951,363**
	Total Collision Prevention Fund 549 Unallocated Balance	**$ -**	**$ -**

Line	Budget Category / Program	FY 2026-27 Amended Allocation Plan	FY 2027-28 Proposed Allocation Plan
1	Bridge & Tunnel Enterprise		
2	Capital Construction	$1.5 M	$1.7 M
3	Capital Construction	$1.5 M	$1.7 M
4	Administration & Agency Operations	$0.6 M	$1.3 M
5	Agency Operations	$0.6 M	$1.3 M
6	TOTAL - Bridge & Tunnel Enterprise	$2.1 M	$3.0 M

Fuels Impact Enterprise Proposed Resolution #FIE2

Approval to adopt the FIE Draft FY2027-2028 budget

Approved by the Fuels Impact Enterprise Board of Directors on November 19, 2026.

Whereas, the Fuels Impact Enterprise Board of Directors has the statutory authority pursuant to C.R.S. 43-4-1503-1505 to approve and amend the annual budget of the Fuels Impact Reduction cash fund and grant; and

Whereas, proposed draft fiscal year 2027-28 budget for the Fuels Impact Enterprise have been reviewed by the Fuels Impact Enterprise Board of Directors November 2026.

Now Therefore Be It Resolved, the Fuels Impact Enterprise hereby adopts the DRAFT fiscal year 2027-28 budget.

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Herman Stockinger, Secretary
Fuels Impact Enterprise

Road Enterprise Proposed Resolution #1

Adoption of Enterprise Director Pakbaz and Controller Designee Hurska

Approved by the Road Enterprise Board of Directors on November 19, 2026.

WHEREAS, House Bill 26-1430 established the Road Enterprise to complete roadway surface repair, rehabilitation, reconstruction, and preventive maintenance projects on the state highway system; and

WHEREAS, pursuant to Section 43-4-1703(1)(a), C.R.S., a Road Enterprise Director is appointed by the Road Enterprise Board of Directors to oversee the discharge of all responsibilities of the Enterprise; and

WHEREAS, the efficient administration, financial management, and timely project delivery of the Road Enterprise require that the Road Enterprise Director be granted explicit authority to execute contracts, agreements, and other official instruments on behalf of the Enterprise without creating unnecessary administrative delays.

NOW THEREFORE IT BE RESOLVED, that the Road Enterprise Board of Directors hereby designates and authorizes the Road Enterprise Director, Darius Pakbaz, or their formally designated representative, as the official signatory for the Road Enterprise, granting full authority to execute all contracts, interagency agreements, task orders, budget documents, and legal instruments necessary to fulfill the statutory business purpose and operations of the Enterprise effective immediately. The Road Enterprise Board of Directors delegates controller signature authority for Enterprise contracts to Kay Hruska.

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Herman Stockinger, Secretary
Road Enterprise of Colorado

Road Enterprise Proposed Resolution #2

Adoption of the Road Enterprise Articles of Organization

Approved by the Road Enterprise Board of Directors on November 19, 2026.

WHEREAS, in 2026 the Colorado General Assembly created the Road Enterprise in § 43-4-1703, C.R.S.; and

WHEREAS, proposed Articles of Organization for the Road Enterprise have been reviewed by the Road Enterprise Board of Directors.

NOW THEREFORE BE IT RESOLVED, the Road Enterprise hereby adopts the Articles of Organization.

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Herman Stockinger, Secretary
Road Enterprise of Colorado

Road Enterprise Proposed Resolution #3

Adoption Road Enterprise Board of Directors Bylaws

Approved by the Road Enterprise Board of Directors on November 19, 2026.

WHEREAS, in 2026, the Colorado General Assembly created the Road Enterprise in § 43-4-1703, C.R.S.; and

WHEREAS, the Colorado Department of Law has reviewed and proposed modifications to the draft Bylaws presented to the Board of Directors on October 21, 2026.

WHEREAS, proposed Bylaws for the Road Enterprise have been reviewed by the Road Enterprise Board of Directors.

NOW THEREFORE BE IT RESOLVED, the Road Enterprise hereby adopts the Bylaws.

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Herman Stockinger, Secretary
Road Enterprise of Colorado

Road Enterprise Proposed Resolution #4

Adoption of the Final FY2026-27 Budget for the Road Enterprise

Approved by the Road Enterprise Board of Directors on November 19, 2026.

WHEREAS, in 2026 the Colorado General Assembly created the Road Enterprise in § 43-4-1701, C.R.S.; and

WHEREAS, pursuant to § 43-4-1703 through 43-4-1705, C.R.S., the Road Enterprise Board of Directors has the statutory authority to approve and amend the annual budget of the Road Enterprise Cash Fund and associated grants; and

WHEREAS, the proposed fiscal year 2026-27 budget for the Road Enterprise has been reviewed by the Road Enterprise Board of Directors at a workshop of the Board of Directors on October 21, 2026.

WHEREAS, the proposed fiscal year 2026-27 budget for the Road Enterprise anticipates $3.7 million in fee revenues for the Enterprise, with allocations of $83,500 for administrative expenses, and $3.62 million allocated to programs to fulfill the Enterprise's business purpose.

NOW THEREFORE BE IT RESOLVED, the Road Enterprise Board of Directors hereby approves the draft fiscal year 2026-27 budget as presented.

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Herman Stockinger, Secretary
Road Enterprise of Colorado

Road Enterprise Proposed Resolution #5

Adoption of the Road Enterprise FY2027-28 Draft Budget

Approved by the Road Enterprise Board of Directors on November 19, 2026.

WHEREAS, in 2026 the Colorado General Assembly created the Road Enterprise in § 43-4-1701, C.R.S.; and

WHEREAS, pursuant to § 43-4-1703 through 43-4-1705, C.R.S., the Road Enterprise Board of Directors has the statutory authority to approve and amend the annual budget of the Road Enterprise Cash Fund and associated grants; and

WHEREAS, the proposed fiscal year 2027-28 budget for the Fuels Impact Enterprise has been reviewed by the Road Enterprise Board of Directors at a workshop of the Board of Directors on October 21, 2026.

WHEREAS, the proposed fiscal year 2027-28 budget for the Road Enterprise anticipates $7.4 million in fee revenues for the Enterprise, with allocations of $236,500 for administrative expenses, $7.1 million allocated to programs to fulfill the Enterprise's business purpose, and $100,000 for the Board Contingency reserve fund.

NOW THEREFORE BE IT RESOLVED, the Road Enterprise Board of Directors hereby approves the draft fiscal year 2027-28 budget as presented.

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Herman Stockinger, Secretary
Road Enterprise of Colorado