Colorado Transportation Commission

Schedule & Agenda

November 18-19, 2026

Transportation Commission Workshops

Wednesday, November 18, 2026

Time	Topic	Speaker
12:00 p.m.	Optional TC Lunch	
12:30 p.m.	Budget Workshop • FY 2027-28 Proposed Annual Budget Allocation Plan • FY 2026-27 4th Budget Supplement • FY 2026-27 4th Budget Amendment	Jeff Sudmeier, Bethany Nicholas
1:30 p.m.	Bridge and Tunnel Enterprise (BTE) Workshop • Series 2026A Revenue Bond Transaction Summary • FY 2026-27 BTE 4th Budget Supplement	Patrick Holinda, Natasha Butler, and Katie Carlson
2:15 p.m.	Fuel Impact Enterprise (FIE) Workshop • State Directed Funding Project - Region 4	Darius Pakbaz
2:45 p.m.	Condemnation Workshop • ROW Condemnation Authorization Request, Region 1, Project Code 24547, Parcel AP-20	Jessica Myklebust, Keith Stefanik
3:15 p.m.	Break	
3:30 p.m.	Update on SW Colorado Flooding	Julie Constan
3:45 p.m.	Update on $65M for culvert replacement and repair	Nyssa Beach
4:15 p.m.	Innovative Mobility Committee - EV Charging Update	Kay Kelly, Michael King
4:45 p.m.	Property Management Property Disposal Update • Property Disposal Auction • Central 70 Fair Market Value Disposal Parcels • Central 70 No-cost Disposal Parcels	David Fox, Hope Wright
5:00 p.m.	Adjournment	

Transportation Commission Meeting

Thursday, November 19, 2026

Time	Topic	Speaker
8:00 a.m.	TC Breakfast	None
9:00 a.m.	Call to Order, Roll Call	Herman Stockinger
9:05 a.m.	Public Comments	Herman Stockinger
9:20 a.m.	Comments of the Chair and Commissioners	Commissioners
9:35 a.m.	Executive Director's Report	Shoshana Lew

9:40 a.m.	Chief Engineer's Report	Keith Stefanik
9:45 a.m.	CTIO Director's Report	Piper Darlington
9:50 a.m.	FHWA Report	John Cater
9:55 a.m.	STAC Report	Gary Beedy
10:00 a.m.	Act on Consent Agenda: Proposed Resolution #1: Approve the Regular Meeting Minutes of October 15, 2026 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	 Herman Stockinger Lauren Cabot David Fox, Keith Stefanik Hope Wright, Keith Stefanik Hope Wright, Keith Stefanik Hope Wright, Keith Stefanik Hope Wright, Keith Stefanik Hope Wright
10:05 a.m.	Discuss and Act on Proposed Resolution #9: FY 2027-28 Annual Budget Allocation Plan	Jeff Sudmeier, Bethany Nicholas
10:10 a.m.	Discuss and Act on Proposed Resolution #10: 4th Budget Supplement of FY 2026-27	Jeff Sudmeier, Bethany Nicholas
10:15 a.m.	Discuss and Act on Proposed Resolution #11: 4th Budget Amendment of FY 2026-27	Jeff Sudmeier, Bethany Nicholas
10:20 a.m.	Discuss and Act on Proposed Resolution #12: ROW Condemnation Authorization Request, Region 1, Project Code 24547, Parcel AP-20	Jessica Mykelbust, Keith Stefanik
10:25 p.m.	Discuss and Act on Proposed Resolution #13: Adopt 2 CCR 601-18 Transmission Line Update, State Highway Utility Accommodation Code	Herman Stockinger
10:30 p.m.	Discuss and Act on Proposed Resolution #14: Adopt 2 CCR 601-14 Chain Law and Passenger Vehicle Traction Law Requirements on the State Hwy System	Herman Stockinger
10:35 p.m.	Discuss and Act on Proposed Resolution #15: DRCOG GHG Transportation Report	Darius Pakbaz

10:40 p.m.	Recognitions and Other Matters • Election of TC Secretary for Remainder of FY 2026-27	Rick Ridder
10:45 a.m.	Adjournment	None

Bridge and Tunnel Enterprise Board of Directors Meeting

Thursday, November 19, 2026

Time	Topic	Speaker
10:45 a.m.	Call to Order, Roll Call	Herman Stockinger
10:50 a.m.	Public Comments	Various
11:00 a.m.	Act on Consent Agenda: Proposed Resolution #BTE1: Approve the Regular Meeting Minutes of October 15, 2026	Herman Stockinger
11:05 a.m.	Discuss and Act on Proposed Resolution #BTE2: BTE Series 2026A Revenue Bond Transaction Parameter	Patrick Holinda
11:10 a.m.	Discuss and Act on Proposed Resolution #BTE3: 4th Budget Supplement of FY 2026-27	Patrick Holinda
11:15 a.m.	Discuss and Act on Proposed Resolution #BTE4: FY 2027-28 BTE Proposed Annual Budget Allocation Plan	Katie Carlson
11:20 a.m.	Other Matters • Election of BTE Secretary for Remainder of FY 2026-27	Rick Ridder
11:30 a.m.	Adjournment	None

Fuel Impact Enterprise Board of Directors Meeting

Thursday, November 19, 2026

Time	Topic	Speaker
11:30 a.m.	Call to Order, Roll Call	Herman Stockinger
11:35 a.m.	Public Comments	Various
11:40 a.m.	Act on Consent Agenda: Proposed Resolution #FIE1: Approve the Regular Meeting Minutes of February 19, 2026	Herman Stockinger
11:45 a.m.	Discuss and Act on Proposed Resolution #FIE2: FY2027-2028 Draft Budget	Darius Pakbaz
11:55 p.m.	Other Matters • Approval of FY2026-27 FIE Board Officers	Rick Ridder
12:00 p.m.	Adjournment	None

Road Enterprise Board of Directors Meeting

Thursday, November 19, 2026

Time	Topic	Speaker
12:00 p.m.	Call to Order, Roll Call	Herman Stockinger
12:05 p.m.	Public Comments	Various
12:10 p.m.	Act on Consent Agenda: Proposed Resolution #RDE1: Adopt Road Enterprise Director Proposed Resolution #RDE2: Adopt Articles of Organization Proposed Resolution #RDE3: Adopt Bylaws	 Darius Pakbaz Darius Pakbaz
12:15 p.m.	Discuss and Act on Proposed Resolution #RDE4: Adoption of FY26-27 Final Budget	Darius Pakbaz
12:20 p.m.	Discuss and Act on Proposed Resolution #RDE5: FY2027-2028 Draft Budget	Darius Pakbaz
12:25 p.m.	Other Matters • Approval of FY2026-27 RDE Board Officers	Rick Ridder
12:30 p.m.	Adjournment	None

Depart for mini-Road Trip to Traffic Operations Center, Golden

Information Only

- Bridge and Tunnel Enterprise Q1 FY 27 Quarterly Report (Patrick Holinda)
- Winter Season 26/27 Planning and Coordination Briefing (Jim Fox)
- November 2026 TC Grants Memo (Anna Dunn & Leslie Welch)

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Deputy Director, Finance and Administration
Bethany Nicholas, Deputy Chief Financial Officer

Date: November 18, 2026

Subject: Proposed FY 2027-28 Annual Budget

Purpose

To review and approve the Proposed FY 2027-28 Annual Budget Allocation Plan.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the Proposed FY 2027-28 Annual Budget Allocation Plan. The TC will be asked to adopt the Final Budget at the meeting in March 2027 after the plan is updated based on the December 2026 revenue forecast, and to reflect approval of Decision Items, updates to common policy, and any other changes.

Proposed FY 2027-28 Budget Allocation Plan

The Proposed FY 2027-28 Annual Budget Allocation Plan, which includes the narrative and all budget appendices, is available on the Department's website.

The Proposed FY 2027-28 Revenue Allocation Plan (see Attachment A) totals $2,320.9 million (including the enterprises) and allocates:

- $856.8 M to capital construction programs
- $476.5 M to maintenance and operations programs
- $432.0 M to suballocated programs
- $102.6 M to multimodal services and electrification

The Proposed FY 2027-28 Revenue Allocation Plan has been updated since last reviewed by the TC in October to reflect changes included in the Governor's Budget Request and outlined below.

The FY 2027-28 Spending Plan, which estimates operating and capital program expenditures during the fiscal year using new revenue and cash balances rolled forward from previous fiscal years, reflects $3,023.7 million in total spending for CDOT and the enterprises (Line 149). For CDOT specifically, this includes $1,409.4 million for capital construction and $434.3 million for maintenance and operations.

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Flexible State Funds Shortfall

The Proposed FY 2027-28 Annual Budget reflects a deficit in flexible state funds, which comprises regular Highway User Tax Fund (HUTF) and flexible miscellaneous revenues that are not directed to specific programs or uses. According to the latest revenue forecast, forecasted HUTF revenue for FY 2027-28 remains relatively flat due to sustained high fuel prices impacting consumer demand, multi-year trends of declining motor fuel consumption from increased fuel efficiency and electric vehicle adoption, and lower overall economic growth expectations. Compounding this, the General Assembly passed two bills during the last legislative session that diverted revenue available to CDOT. HB 26-1102 redirected $2 of late vehicle registration fees and certain personalized plate fees away from the HUTF into the Department of Revenue's DRIVES account (resulting in a net revenue loss to CDOT even after partial tax expenditure offsets under HB 26-1289). HB 26-1430 diverted $7.4 million in Oversize/Overweight (OSOW) permit fee revenue from CDOT to a new Road Enterprise and reduced the SB 21-260 General Fund transfer to the State Highway Fund for FY 2027-28 from $100.0 million to $96.4 million. After incorporating required legislative budget increases to the Administration line, which is discussed in detail in the following section, the Department faces a net deficit in flexible state funds of $5.4 million to balance to forecasted revenue of $570.4 million.

This deficit is currently addressed in the FY 2027-28 Proposed Budget by temporarily applying a proportional cut to all programs that receive flexible state funds based on their respective share of those flexible dollars. Since the Maintenance Levels of Service (MLOS) program receives the majority of flexible state funds, it absorbs the largest reduction at $3.0 million, followed by Administration and Agency Operations. Furthermore, the Governor's November 1 FY 2027-28 Budget Request will include an across-the-board personal services reduction for all appropriated lines, which will result in a cut to Administration. To reflect this alignment without double-counting, we are reflecting the full combined cut (the Administration and Agency Operations portion of the $5.4 million deficit) within Agency Operations, leaving Administration at the amount included in the legislative budget submission. The table below shows the total flexible state funds available to allocate to programs in FY 2027-28 ($570.4 million), and their reduction as a result of this balancing measure:

Budget One Sheet Line/s	Program Name / Category	Starting Allocation of Flexible State Funds	Required Budget Reduction to Balance	Revised Allocation with Reduction
Lines 54-63	Maintenance Programs Areas (MLOS)	$325.3 M	-$3.0 M	$322.3 M
Lines 75-78	Administration and Agency Operations	$137.1 M	-$1.3 M	$135.8 M
Line 66	Capital Equipment	$23.6 M	-$0.2 M	$23.4 M
Line 65	Property	$22.7 M	-$0.2 M	$22.5 M
Line 6	System Operations (ITS*)	$16.6 M	-$0.2 M	$16.4 M

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Budget One Sheet Line/s	Program Name / Category	Starting Allocation of Flexible State Funds	Required Budget Reduction to Balance	Revised Allocation with Reduction
Line 67	Maintenance Reserve Fund	$12.0 M	-$0.1 M	$11.9 M
Line 64	Express Lanes Corridor Maint. and Ops.	$10.1 M	-$0.1 M	$10.0 M
Lines 1-50	State Match to Federal Programs	$8.7 M	-$0.1 M	$8.6 M
Line 71	Real-time Traffic Operations	$8.1 M	-$0.1 M	$8.0 M
Line 23	Innovative Mobility Programs	$8.0 M	-$0.1 M	$7.9 M
Line 47	Safety Education & Enforcement	$2.7 M	$0.0 M	$2.7 M
Line 6	System Operations (COBRA*)	$1.0 M	$0.0 M	$1.0 M
n/a	**Total Allocations (Uses)**	**$575.8 M**	**-$5.4 M**	**$570.4 M**

*The System Operations line (Line 6) includes $16.6 million for Intelligent Transportation Systems (ITS) which is ineligible for federal funds due to Buy America Build America requirements. The line also funds the Colorado Bottleneck Reduction (COBRA) program which is state-funded.

The legislative budget, discussed in the section below, includes increases to staff salaries and benefit costs for FY 2027-28. These increases are not yet built into the CDOT budget for any program except Administration. Incorporating these increases later in the process will require allocating additional flexible state funds on top of this $5.4 million deficit, which may require further cuts to programs that receive flexible state funds. For MLOS, if additional flexible state funds cannot be allocated to cover the increase to personal services, the program will have to shift more operating budget to personal services to cover required increases.

Finally, the Department is already directing a very limited amount of flexible state funds to the capital construction program for state match and relying on the General Fund transfers established under SB 21-260 (which was reduced for FY 2027-28 from $100.0 million to $96.4 million by HB 26-1430). CDOT is already heavily reliant on these General Fund transfers as a key source of state match, and further reducing flexible state funds from the capital program increases this reliance. If the legislature reduces these transfers in FY 2027-28, it will impact the Department's ability to provide state match to draw down federal funds for projects, potentially forcing project delays.

The program reductions outlined in the table above serve strictly as temporary placeholders while remaining technical and legislative adjustments are calculated and Department staff works to identify potential operational efficiencies and cost reductions across agency activities. Once the full extent of the final deficit is established, staff will return to the TC in February 2027 with the draft Final FY 2027-28 Budget to present the final deficit total and formal recommendations on where budget reductions can be made to achieve final balance.

COLORADO
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Governor's Budget Request

The Governor's FY 2027-28 Budget Request, which can be found on the Office of State Planning and Budgeting (OSPB) website, includes three decision items that were submitted by CDOT: R-01 Multimodal Options Fund Spending Authority, R-02 Repeal Moffat Tunnel Cash Fund, and R-03 Continuous Spending Authority for the Clean Transit Enterprise Cash Fund. It is important to note that any decision items that are submitted as part of the Governor's Budget Request are proposed changes, and must work their way through the legislative process in 2027 before becoming law. CDOT's decision items for FY 2027-28 are described below.

R-01 Multimodal Options Fund Spending Authority

The Department requests Joint Budget Committee (JBC)-sponsored legislation to make the Multimodal Transportation and Mitigation Options Fund (MMOF) continuously appropriated, along with adding the JBC to its annual reporting distribution to ensure transparency. Continuous appropriation of the fund will allow the Department to eliminate the impact on awarded projects and the challenges with administering the budget when spending authority gaps occur.

R-02 Repeal Moffat Tunnel Cash Fund

The Department requests legislation to repeal the Moffat Tunnel Cash Fund (C.R.S. 32-8-126), transfer its remaining balance of approximately $371,480 to the General Fund to support statewide budget balancing, and redirect future revenues and oversight costs to the State Highway Fund. Following the transfer of Moffat Tunnel administration to CDOT under SB 25-030, maintaining a separate cash fund for a program generating only about $18,569 annually in rental revenue has created administrative inefficiencies. Repealing the Fund will streamline financial administration by managing the tunnel's revenues and expenditures through the State Highway Fund.

R-03 Continuous Spending Authority for the Clean Transit Enterprise (CTE) Cash Fund

The Clean Transit Enterprise requests JBC-sponsored legislation to make the Clean Transit Enterprise (CTE) Cash Fund continuously appropriated, along with adding the JBC to its annual reporting distribution to ensure transparency. Zero-emission transit vehicle procurements and charging infrastructure projects face typical lead times of 18 to 24 months, routinely exceeding the annual appropriation window and creating delivery risks for grant recipients. Establishing continuous spending authority provides reliable, multi-year grant funding to support transit fleet electrification without any net fiscal impact.

Administration Line (Line 77)

The Governor's Budget Request for CDOT's Administration line (Line 77) is $52.6 million, which is a $4.2 million, or 8.7%, increase over the allocation that was reflected in the FY

2026-27 budget that was approved by the TC in March 2026 (prior to the July 2026 Budget Amendment). This increase is primarily attributable to an increase in the Payments to Risk Management allocation for FY 2027-28, increases to salaries and benefits for all state employees per the State's partnership agreement with CO Wins, and other statewide common policy adjustments and requests.

For FY 2027-28, the Governor's Budget includes funding to support an across the board 1.25% salary increase, implement changes to the Step Pay program, and cover an estimated 13% average increase to the employer share of health, life and dental benefit rates. As stated above, these increases are not yet built into the CDOT budget for any program except Administration. Incorporating these increases later in the process will require allocating additional flexible state funds, which may require further cuts to programs that receive flexible state funds.

Other Updates Since October 2026

Revenue and allocations were updated for Aeronautics and several enterprises to align with Proposed Budgets approved by their respective boards for FY 2027-28.

Potential Additional Changes to the FY 2027-28 Budget

The following outstanding items could result in further changes to the FY 2027-28 Annual Budget Allocation Plan:

- **Legislative Changes:** Staff will closely monitor proposed legislation that is introduced during the 2027 legislative session and assess whether any proposals under consideration will have an impact on the FY 2027-28 CDOT budget.
- **Revenue Forecast**: Allocations may be updated to reflect the latest revenue forecast that will be updated in December 2026 and shared with the TC in January 2027.
- **Decision Items:** The TC will have an opportunity to review any potential Decision Item requests during the February 2027 Budget Workshop, prior to the March adoption of the Final FY 2027-28 Annual Budget Allocation Plan.
- **Administration (Line 77):** Legislative and OSPB actions during the budget development cycle may require further changes in Administration spending for CDOT. The Administration budget will be updated throughout the fall and winter.
- **Contingency and Maintenance Reserve Funds (Lines 44 and 67):** After final adjustments for common policy, etc., and consideration of current balances in Contingency and Maintenance Reserve Funds, the Commission may also be asked to consider options for the allocation of any flexible HUTF or federal funding, including amounts currently allocated to the Contingency and Maintenance Reserve Funds, to other programs.

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Next Steps

- TC adoption of the Proposed FY 2027-28 Annual Budget Allocation Plan for submission to the OSPB on or before December 15, 2026.
- In February 2027, the TC will be asked to review any Decision Items that are $1 million or more, additional changes related to common policy updates, legislative changes, changes resulting from updated revenue forecasts, or any other changes.
- In March 2027, the TC will be asked to review and adopt the Final FY 2027-28 Annual Budget Allocation Plan.

Attachments

Attachment A – FY 2027-28 Revenue Allocation Plan
Attachment B - FY 2027-28 Spending Plan
Attachment C – Presentation

Fiscal Year (FY) 2027-28 Revenue Allocation Plan							
Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
1	**Colorado Department of Transportation (CDOT) - CAPITAL AND GRANTS**						
2	**Capital Construction**	**$0.0 M**	**$654.3 M**	**$729.8 M**	**$729.8 M**		
3	**Asset Management**	**$0.0 M**	**$407.6 M**	**$442.9 M**	**$442.9 M**		
4	Surface Treatment	$0.0 M	$233.0 M	$233.0 M	$233.0 M	TC	FHWA / SH / SB 09-108
5	Structures	$0.0 M	$63.4 M	$63.5 M	$63.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	$0.0 M	$27.3 M	$27.1 M	$27.1 M	TC	FHWA / SH
7	Geohazards Mitigation	$0.0 M	$9.7 M	$9.7 M	$9.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	$0.0 M	$6.5 M	$6.5 M	$6.5 M	TC	FHWA / SH
9	Emergency Relief	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	$0.0 M	$67.6 M	$103.1 M	$103.1 M	TC / FR	FHWA
11	**Safety**	**$0.0 M**	**$123.4 M**	**$121.2 M**	**$121.2 M**		
12	Highway Safety Improvement Program	$0.0 M	$43.2 M	$43.5 M	$43.5 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	$0.0 M	$3.2 M	$3.2 M	$3.2 M	FR	FHWA / SH
14	Hot Spots	$0.0 M	$2.2 M	$2.2 M	$2.2 M	TC	FHWA / SH
15	FASTER Safety	$0.0 M	$67.7 M	$65.0 M	$65.0 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	$0.0 M	$7.2 M	$7.2 M	$7.2 M	TC	FHWA / SH
17	**Mobility**	**$0.0 M**	**$123.3 M**	**$165.8 M**	**$165.8 M**		
18	Regional Priority Program	$0.0 M	$50.0 M	$50.0 M	$50.0 M	TC	FHWA / SH
19	10 Year Plan Projects - Capital Mobility	$0.0 M	$60.7 M	$103.1 M	$103.1 M	SL	FHWA / SB 21-260
20	Freight Programs	$0.0 M	$12.6 M	$12.7 M	$12.7 M	FR	FHWA / SH / SL
21	**Multimodal and Mobility Programs**	**$0.0 M**	**$22.3 M**	**$30.8 M**	**$30.8 M**		
22	**Mobility**	**$0.0 M**	**$22.3 M**	**$30.8 M**	**$30.8 M**		
23	Innovative Mobility Programs	$0.0 M	$8.0 M	$7.9 M	$7.9 M	TC	FHWA / SH
24	National Electric Vehicle Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA
25	10 Year Plan Projects - Multimodal	$0.0 M	$14.3 M	$22.9 M	$22.9 M	TC	FHWA / SB 21-260
26	Rail Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL	SL
27	**Suballocated Programs**	**$0.0 M**	**$330.4 M**	**$300.5 M**	**$300.5 M**		
28	**Aeronautics**	**$0.0 M**	**$48.8 M**	**$64.6 M**	**$64.6 M**		
29	Aviation System Program	$0.0 M	$48.8 M	$64.6 M	$64.6 M	AB	SA
30	**Highway**	**$0.0 M**	**$151.4 M**	**$152.7 M**	**$152.7 M**		
31	Surface Transportation Block Grant - Urban	$0.0 M	$65.2 M	$65.8 M	$65.8 M	FR	FHWA / LOC
32	Congestion Mitigation and Air Quality	$0.0 M	$52.5 M	$53.0 M	$53.0 M	FR	FHWA / LOC
33	Metropolitan Planning	$0.0 M	$11.7 M	$11.8 M	$11.8 M	FR	FHWA / FTA / LOC
34	Off-System Bridge Program	$0.0 M	$22.0 M	$22.0 M	$22.0 M	TC / FR	FHWA / SH / LOC
35	**Transit and Multimodal**	**$0.0 M**	**$130.2 M**	**$83.3 M**	**$83.3 M**		
36	Recreational Trails	$0.0 M	$1.6 M	$1.6 M	$1.6 M	FR	FHWA
37	Safe Routes to School	$0.0 M	$3.1 M	$3.1 M	$3.1 M	TC	FHWA / LOC
38	Transportation Alternatives Program	$0.0 M	$22.3 M	$22.8 M	$22.8 M	FR	FHWA / LOC
39	Transit Grant Programs	$0.0 M	$41.9 M	$44.6 M	$44.6 M	FR / SL / TC	FTA / LOC / SB 09-108
40	Multimodal Options Program - Local	$0.0 M	$51.7 M	$11.2 M	$11.2 M	SL	SB 21-260
41	Carbon Reduction Program - Local	$0.0 M	$9.6 M	$0.0 M	$0.0 M	FR	FHWA / LOC
42	Revitalizing Main Streets Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL / TC	SB 21-260
43	**Contingency Reserve**	**$0.0 M**	**$15.0 M**	**$15.0 M**	**$15.0 M**		
44	Contingency Fund	$0.0 M	$15.0 M	$15.0 M	$15.0 M	TC	FHWA / SH
45	Commission Reserve Funds	$0.0 M	$0.0 M	$0.0 M	$0.0 M	TC	FHWA / SH
46	**Other Programs**	**$0.0 M**	**$40.3 M**	**$40.6 M**	**$40.6 M**		
47	Safety Education	$0.0 M	$20.3 M	$20.4 M	$20.4 M	TC / FR	NHTSA / SL
48	Planning and Research	$0.0 M	$18.6 M	$18.7 M	$18.7 M	FR	FHWA / SH
49	State Infrastructure Bank	$0.0 M	$1.4 M	$1.4 M	$1.4 M	TC	SIB
50	**TOTAL - CDOT CAPITAL AND GRANTS**	**$0.0 M**	**$1,062.3 M**	**$1,116.8 M**	**$1,116.8 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
51	**Colorado Department of Transportation (CDOT) - OPERATING**						
52	**Maintenance and Operations**	**$0.0 M**	**$434.0 M**	**$430.6 M**	**$430.6 M**		
53	**Asset Management**	**$0.0 M**	**$396.7 M**	**$393.4 M**	**$393.4 M**		
54	Maintenance Program Areas	$0.0 M	$325.3 M	$322.3 M	$322.3 M		
55	Roadway Surface	$0.0 M	$37.2 M	$36.9 M	$36.9 M	TC	SH
56	Roadside Facilities	$0.0 M	$27.3 M	$27.1 M	$27.1 M	TC	SH
57	Roadside Appearance	$0.0 M	$14.8 M	$14.6 M	$14.6 M	TC	SH
58	Structure Maintenance	$0.0 M	$5.8 M	$5.7 M	$5.7 M	TC	SH
59	Tunnel Activities	$0.0 M	$5.1 M	$5.1 M	$5.1 M	TC	SH
60	Snow and Ice Control	$0.0 M	$111.5 M	$110.4 M	$110.4 M	TC	SH
61	Traffic Services	$0.0 M	$82.9 M	$82.1 M	$82.1 M	TC	SH
62	Materials, Equipment, and Buildings	$0.0 M	$22.0 M	$21.8 M	$21.8 M	TC	SH
63	Planning and Scheduling	$0.0 M	$18.8 M	$18.6 M	$18.6 M	TC	SH
64	Express Lane Corridor Maintenance and Operations	$0.0 M	$13.2 M	$13.4 M	$13.4 M	TC	SH
65	Property	$0.0 M	$22.7 M	$22.5 M	$22.5 M	TC	SH
66	Capital Equipment	$0.0 M	$23.6 M	$23.4 M	$23.4 M	TC	SH
67	Maintenance Reserve Fund	$0.0 M	$12.0 M	$11.9 M	$11.9 M	TC	SH
68	**Safety**	**$0.0 M**	**$11.4 M**	**$11.4 M**	**$11.4 M**		
69	Strategic Safety Program	$0.0 M	$11.4 M	$11.4 M	$11.4 M	TC	FHWA / SH
70	**Mobility**	**$0.0 M**	**$25.9 M**	**$25.8 M**	**$25.8 M**		
71	Real-Time Traffic Operations	$0.0 M	$15.9 M	$15.8 M	$15.8 M	TC	SH
72	Intelligent Transportation System Investments	$0.0 M	$10.0 M	$10.0 M	$10.0 M	TC	FHWA / SH
73	**Multimodal and Mobility Programs**	**$0.0 M**	**$14.4 M**	**$15.7 M**	**$15.7 M**		
74	Bustang	$0.0 M	$14.4 M	$15.7 M	$15.7 M	TC	SB 09-108 / Fare Rev. / SB 21-260
75	**Administration & Agency Operations**	**$0.0 M**	**$138.4 M**	**$139.8 M**	**$139.8 M**		
76	Agency Operations	$0.0 M	$88.1 M	$85.3 M	$85.3 M	TC / AB	FHWA / SH / SA / SB 09-108

77	Administration	$0.0 M	$48.4 M	$52.6 M	$52.6 M	SL	SH
78	Project Initiatives	$0.0 M	$1.9 M	$1.9 M	$1.9 M	TC	SH
79	**Debt Service**	**$93.4 M**	**$35.5 M**	**$35.5 M**	**$128.8 M**		
80	Debt Service	$93.4 M	$35.5 M	$35.5 M	$128.8 M	DS	SH
81	**TOTAL - CDOT OPERATING**	**$93.4 M**	**$622.2 M**	**$621.6 M**	**$714.9 M**		
82	**TOTAL - CDOT**	**$93.4 M**	**$1,670.2 M**	**$1,738.3 M**	**$1,831.7 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
83	**Colorado Bridge & Tunnel Enterprise (BTE) - CAPITAL AND GRANTS**						
84	**Capital Construction**	**$0.0 M**	**$124.7 M**	**$127.1 M**	**$127.1 M**		
85	**Asset Management**	**$0.0 M**	**$124.7 M**	**$127.1 M**	**$127.1 M**		
86	Capital Construction-BTE	$0.0 M	$124.7 M	$125.4 M	$125.4 M	BTE Board	SB 09-108, SB 21-260
87	Capital Construction-Wildlife Safe Passage (WSP)	$0.0 M	$0.0 M	$1.7 M	$1.7 M	BTE Board	SB 26-141
88	**TOTAL - BTE - CAPITAL AND GRANTS**	**$0.0 M**	**$124.7 M**	**$127.1 M**	**$127.1 M**		
89	**BTE - OPERATING**						
90	**Maintenance and Operations**	**$0.0 M**	**$1.4 M**	**$1.4 M**	**$1.4 M**		
91	**Asset Management**	**$0.0 M**	**$1.4 M**	**$1.4 M**	**$1.4 M**		
92	Maintenance and Preservation	$0.0 M	$1.4 M	$1.4 M	$1.4 M	BTE Board	SB 09-108
93	**Administration & Agency Operations**	**$0.0 M**	**$2.6 M**	**$3.3 M**	**$3.3 M**		
94	Agency Operations-BTE	$0.0 M	$2.6 M	$2.0 M	$2.0 M	BTE Board	SB 09-108, SB 21-260
95	Agency Operations-WSP	$0.0 M	$0.0 M	$1.3 M	$1.3 M	BTE Board	SB 26-141
96	**Debt Service**	**$0.0 M**	**$78.3 M**	**$78.9 M**	**$78.9 M**		
97	Debt Service-BTE	$0.0 M	$78.3 M	$78.9 M	$78.9 M	BTE Board	FHWA / SB 09-108
98	**TOTAL - BTE - OPERATING**	**$0.0 M**	**$82.3 M**	**$83.6 M**	**$83.6 M**		
99	**TOTAL - BTE**	**$0.0 M**	**$207.0 M**	**$210.7 M**	**$210.7 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
100	**Colorado Transportation Investment Office (CTIO) - CAPITAL AND GRANTS**						
101	**Capital Construction**	**$0.0 M**	**$77.8 M**	**$0.0 M**	**$0.0 M**		
102	**Mobility**	**$0.0 M**	**$77.8 M**	**$0.0 M**	**$0.0 M**		
103	Capital Construction-CTIO	$0.0 M	$77.8 M	$0.0 M	$0.0 M	CTIO Board	Express Lanes Revenue
104	**Multimodal Services and Mobility Programs**	**$0.0 M**	**$55.6 M**	**$35.4 M**	**$35.4 M**		
105	Rail Projects	$0.0 M	$55.6 M	$35.4 M	$35.4 M	CTIO Board	SB 24-184
106	**TOTAL - CTIO - CAPITAL AND GRANTS**	**$0.0 M**	**$133.5 M**	**$35.4 M**	**$35.4 M**		
107	**CTIO - OPERATING**						
108	**Maintenance and Operations**	**$0.0 M**	**$39.9 M**	**$37.5 M**	**$10.6 M**		
109	**Asset Management**	**$0.0 M**	**$39.9 M**	**$10.6 M**	**$10.6 M**		
110	Express Lanes Operations	$0.0 M	$39.9 M	$10.6 M	$10.6 M	CTIO Board	Express Lanes Revenue
111	**Safety**	**$0.0 M**	**$39.9 M**	**$26.9 M**	**$26.9 M**		
112	Safety Programs	$0.0 M	$39.9 M	$26.9 M	$26.9 M	CTIO Board	Express Lanes Revenue/SB 24-184
113	**Administration & Agency Operations-CTIO**	**$0.0 M**	**$25.2 M**	**$59.8 M**	**$59.8 M**		
114	Agency Operations-CTIO	$0.0 M	$25.2 M	$59.8 M	$59.8 M	CTIO Board	Express Lanes Revenue/SB 24-184
115	**Debt Service-CTIO**	**$0.0 M**	**$53.1 M**	**$41.4 M**	**$41.4 M**		
116	Debt Service-CTIO	$0.0 M	$53.1 M	$41.4 M	$41.4 M	CTIO Board	Express Lanes Revenue
117	**Cotingency Reserve**	**$0.0 M**	**$53.1 M**	**$33.7 M**	**$33.7 M**		
118	Contingency Reserve	$0.0 M	$53.1 M	$16.7 M	$16.7 M	CTIO Board	Express Lanes Revenue/SB 24-184
119	Board Reserve Funds	$0.0 M	$0.0 M	$17.0 M	$17.0 M	CTIO Board	Express Lanes Revenue/SB 24-184
120	**TOTAL - CTIO - OPERATING**	**$0.0 M**	**$118.1 M**	**$172.3 M**	**$138.6 M**		
121	**TOTAL - CTIO**	**$0.0 M**	**$251.6 M**	**$207.7 M**	**$207.7 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
122	**Clean Transit Enterprise (CTE) - CAPITAL AND GRANTS**						
123	**Suballocated Programs**	**$0.0 M**	**$101.1 M**	**$101.5 M**	**$101.5 M**		
124	**Transit and Multimodal**	**$0.0 M**	**$101.1 M**	**$101.5 M**	**$101.5 M**		
125	Zero Emissions Transit Grant Program	$0.0 M	$12.6 M	$15.2 M	$15.2 M	CTE Board	SB 21-260
126	Local Transit Operations Formula Program	$0.0 M	$77.5 M	$75.6 M	$75.6 M	CTE Board	SB 24-230
127	Local Transit Grant Program	$0.0 M	$11.0 M	$10.7 M	$10.7 M	CTE Board	SB 24-230
128	**Multimodal and Mobility Programs**	**$0.0 M**	**$21.2 M**	**$20.6 M**	**$20.6 M**		
129	**Mobility**	**$0.0 M**	**$21.2 M**	**$20.6 M**	**$20.6 M**		
130	Rail Grant Program	$0.0 M	$21.2 M	$20.6 M	$20.6 M	CTE Board	SB 24-230
131	**TOTAL - CTE - CAPITAL AND GRANTS**	**$0.0 M**	**$122.3 M**	**$122.1 M**	**$122.1 M**		
132	**CTE - OPERATING**						
133	**Administration & Agency Operations**	**$0.0 M**	**$2.4 M**	**$2.4 M**	**$2.4 M**		
134	Agency Operations-CTE	$0.0 M	$2.4 M	$2.4 M	$2.4 M	CTE Board	SB 21-260/SB 24-230
135	**Contingency Reserve**	**$0.0 M**	**$1.3 M**	**$1.3 M**	**$1.3 M**		
136	Contingency Reserve-CTE	$0.0 M	$1.3 M	$1.3 M	$1.3 M	CTE Board	SB 21-260
137	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**		
138	Debt Service-CTE	$0.0 M	$0.0 M	$0.0 M	$0.0 M	CTE Board	SB 21-260
139	**TOTAL - CTE - OPERATING**	**$0.0 M**	**$3.7 M**	**$3.7 M**	**$3.7 M**		
140	**TOTAL - CTE**	**$0.0 M**	**$126.0 M**	**$125.8 M**	**$125.8 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
141	**Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) - CAPITAL AND GRANTS**						
142	**Suballocated Programs**	**$0.0 M**	**$15.3 M**	**$14.5 M**	**$14.5 M**		
143	**Mobility**	**$0.0 M**	**$15.3 M**	**$14.5 M**	**$14.5 M**		
144	NAAPME Projects	$0.0 M	$15.3 M	$14.5 M	$14.5 M	NAAPME Board	SB 21-260
145	**TOTAL - NAAPME - CAPITAL AND GRANTS**	**$0.0 M**	**$15.3 M**	**$14.5 M**	**$14.5 M**		
146	**NAAPME - OPERATING**						
147	**Administration & Agency Operations**	**$0.0 M**	**$0.4 M**	**$0.4 M**	**$0.4 M**		
148	Agency Operations-NAAPME	$0.0 M	$0.4 M	$0.4 M	$0.4 M	NAAPME Board	SB 21-260
149	**Contingency Reserve**	**$0.0 M**	**$0.0 M**	**$0.2 M**	**$0.2 M**		
150	Contingency Reserve-NAAPME	$0.0 M	$0.0 M	$0.2 M	$0.2 M	NAAPME Board	SB 21-260
151	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**		
152	Debt Service-NAAPME	$0.0 M	$0.0 M	$0.0 M	$0.0 M	NAAPME Board	SB 21-260
153	**TOTAL - NAAPME - OPERATING**	**$0.0 M**	**$0.4 M**	**$0.6 M**	**$0.6 M**		
154	**TOTAL - NAAPME**	**$0.0 M**	**$15.8 M**	**$15.2 M**	**$15.2 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
155	**Fuels Impact Enterprise (FIE) - CAPITAL AND GRANTS**						
156	**Suballocated Programs**	**$0.0 M**	**$15.5 M**	**$15.5 M**	**$15.5 M**		
157	**Highway**	**$0.0 M**	**$15.5 M**	**$15.5 M**	**$15.5 M**		
158	Fuels Impact Grants	$0.0 M	$15.5 M	$15.5 M	$15.5 M	FIE Board	SB 23-280
159	**TOTAL - FIE - CAPITAL AND GRANTS**	**$0.0 M**	**$15.5 M**	**$15.5 M**	**$15.5 M**		
160	**FIE - OPERATING**						
161	**Administration & Agency Operations**	**$0.0 M**	**$0.3 M**	**$0.2 M**	**$0.2 M**		
162	Agency Operations-FIE	$0.0 M	$0.3 M	$0.2 M	$0.2 M	FIE Board	SB 23-280
163	**Contingency Reserve**	**$0.0 M**	**$0.0 M**	**$0.1 M**	**$0.1 M**		
164	Contingency Reserve-FIE	$0.0 M	$0.0 M	$0.1 M	$0.1 M	FIE Board	SB 23-280
165	**Debt Service**	**$0.0 M**	**$0.0 M**	**$0.0 M**	**$0.0 M**		
166	Debt Service-FIE	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FIE Board	SB 23-280
167	**TOTAL - FIE - OPERATING**	**$0.0 M**	**$0.3 M**	**$0.3 M**	**$0.3 M**		
168	**TOTAL - FIE**	**$0.0 M**	**$15.8 M**	**$15.8 M**	**$15.8 M**		

Line	Budget Category / Program	A. Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	C. FY 2027-28 Proposed Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
169	**ROAD ENTERPRISE - OPERATING**						
170	**Maintenance and Operations**	**$0.0 M**	**$0.0 M**	**$7.1 M**	**$7.1 M**		
171	**Highway**	**$0.0 M**	**$0.0 M**	**$7.1 M**	**$7.1 M**		
172	Road Projects	$0.0 M	$0.0 M	$7.1 M	$7.1 M	TC	HB 26-1430
173	**Administration & Agency Operations**	**$0.0 M**	**$0.0 M**	**$0.2 M**	**$0.2 M**		
174	Agency Operations-Road	$0.0 M	$0.0 M	$0.2 M	$0.2 M	TC	HB 26-1430
175	**Contingency Reserve**	**$0.0 M**	**$0.0 M**	**$0.1 M**	**$0.1 M**		
176	Contingency Reserve-Road	$0.0 M	$0.0 M	$0.1 M	$0.1 M	TC	HB 26-1430
177	**TOTAL - ROAD ENTERPRISE - OPERATING**	**$0.0 M**	**$0.0 M**	**$7.4 M**	**$7.4 M**		
178	**TOTAL - CDOT AND ENTERPRISES**	**$93.4 M**	**$2,300.7 M**	**$2,320.9 M**	**$2,414.2 M**		

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

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

Appendix B CDOT Fiscal Year (FY) 2027-28 Spending Plan

Line	Budget Category / Program	FY 2027-28 Projected Expenditures
1	**Colorado Department of Transportation (CDOT)**	
	Projected Fund Balance and SB267 Trustee Account Balance	$ 1,115.1M
	Projected FY28 Revenue	$ 1,738.3M
	Total Projected - CDOT	**$ 2,853.4M**
2	**Capital Construction**	**$ 1,409.4M**
3	**Pre-Construction Activities**	**$ 183.2M**
4	**Right of Way**	**$ 42.3M**
5	Acquisitions	$ 36.2M
6	CDOT Staff Salaries and Benefits	$ 1.4M
7	Personal/Professional Services	$ .1M
8	Indirect Allocations to Projects*	$ 2.4M
9	Other	$ 2.1M
10	**Design and Other Pre-Construction Activities**	**$ 140.9M**
11	Personal/Professional Services	$ 78.6M
12	CDOT Staff Salaries and Benefits	$ 28.1M
13	Indirect Allocations to Projects*	$ 13.8M
14	Other	$ 20.4M
15	**Construction Activities**	**$ 1226.2M**
16	Contractor Payments	$ 958.4M
17	Personal/Professional Services	$ 56.3M
18	CDOT Staff Salaries and Benefits	$ 18.4M
19	Indirect Allocations to Projects*	$ 135.1M
20	Construction Engineering Allocations to Projects*	$ 17.9M
21	Other	$ 40.1M
22	**Maintenance and Operations**	**$ 434.3M**
23	CDOT Staff Salaries and Benefits	$ 196.M
24	Personal/Professional Services	$ 23.4M
25	Operating	$ 118.8M
26	Capital	$ .8M
27	Other	$ 49.M
28	**Property**	**$ 22.7M**
29	CDOT Staff Salaries and Benefits	$ 2.5M
30	Personal/Professional Services	$ .1M
31	Operating	$ .7M
32	Capital	$ 19.3M
33	**Capital Equipment**	**$ 23.6M**
34	Capital	$ 23.5M
35	Operating	$ .1M
36	**Multimodal and Mobility Programs, Non Construction**	**$ 46.6M**
37	CDOT Staff Salaries and Benefits	$ .7M
38	Personal/Professional Services	$ 27.7M
39	Operating	$ 7.3M
40	Capital	$ 10.9M
41	**Suballocated Programs**	**$ 285.5M**
42	Grant Payments to Local Entities	$ 271.2M
43	CDOT Staff Salaries and Benefits	$ .7M
44	Personal/Professional Services	$ 6.8M
45	Operating	$ 6.8M
46	**Administration & Agency Operations**	**$ 141.1M**
47	CDOT Staff Salaries and Benefits	$ 41.1M
48	Personal/Professional Services	$ 4.0M
49	Operating	$ 96.0M
50	**Debt Service**	**$ 59.0M**
51	Debt Service	$ 59.0M
52	**Other Programs, Non Construction**	**$ 40.6M**
53	CDOT Staff Salaries and Benefits	$ .5M
54	Personal/Professional Services	$ 5.4M
55	Operating	$ 2.3M
56	Division of Tranportation Development(DTD) Projects and Studies	$ 32.4M
57	**Total - CDOT**	**$ 2,416.5M**
58	**Colorado Bridge & Tunnel Enterprise (BTE)**	

	Projected Cash Balance	$ 257.4M
	Projected FY28 Revenue	$ 210.7M
	Total Projected - BTE	**$ 468.1M**
59	**Capital Construction**	**$ 179.9M**
60	**Pre-Construction Activities**	**$ 10.1M**
61	**Right of Way**	**$ 5.M**
62	Acquisitions	$ 4.M
63	CDOT Staff Salaries and Benefits	$ .1M
64	Personal/Professional Services	$ .1M
65	Other	$ .7M
66	**Design and Other Pre-Construction Activities**	**$ 5.2M**
67	Personal/Professional Services	$ 4.4M
68	CDOT Staff Salaries and Benefits	$ .4M
69	Other	$ .3M
70	**Construction Activities**	**$ 169.8M**
71	Contractor Payments	$ 134.9M
72	Personal/Professional Services	$ 8.9M
73	CDOT Staff Salaries and Benefits	$ 1.4M
74	Other	$ 24.6M
75	**Maintenance and Operations**	**$ 1.4M**
76	**Asset Management**	**$ 1.4M**
77	Maintenance and Preservation	$ 1.4M
78	**Administration & Agency Operations**	**$ 3.3M**
79	Agency Operations	$ 3.3M
80	**Debt Service**	**$ 78.9M**
81	Debt Service	$ 78.9M
82	**Total - BTE**	**$ 263.6M**

83	**Colorado Transportation Investment Office (CTIO)**	
	Projected Cash Balance	$ 298.0M
	Projected FY28 Revenue	$ 207.2M
	Total Projected - CTIO	**$ 505.2M**
84	**Capital Construction**	**$ .M**
95	**Construction Activities**	**$ .M**
96	Contractor Payments	$ .M
97	Personal/Professional Services	$ .M
99	Other	$ .M
100	**Maintenance and Operations**	**$ 36.2M**
101	**Asset Management**	**$ 10.2M**
102	Express Lane Management	$ 10.2M
103	**Safety**	**$ 26.M**
104	Safety Programs	$ 26.M
105	**Multimodal and Mobility Programs**	**$ 33.7M**
106	Rail Projects	$ 33.7M
107	**Administration & Agency Operations**	**$ 53.6M**
108	Agency Operations	$ 53.6M
109	**Debt Service**	**$41.4 M**
110	Debt Service	$41.4 M
111	**Total - CTIO**	**$ 164.9M**

110	**Clean Transit Enterprise (CTE)**	
	Projected Cash Balance (not eligible for roll forward)	$ 218.7M
	Projected FY28 Revenue	$ 141.7M
	Total Projected - CTE	**$ 360.4M**
111	**Suballocated Programs**	**$ 114.2M**
112	**Transit and Multimodal**	**$ 114.2M**
113	Zero Emissions Transit Grant Program	$15.2 M
114	Local Transit Operations Formula Program	$86.7 M
115	Local Transit Grant Program	$12.3 M
116	**Multimodal and Mobility Programs**	**$ 23.8M**
117	**Mobility**	**$ 23.8M**
118	Rail Grant Program	$23.8 M
119	**Administration & Agency Operations**	**$2.4 M**
120	Agency Operations - Clean Transit	$2.4 M
121	**Contingency Reserve**	**$0.0 M**
122	Contingency Reserve - Clean Transit	$0.0 M
123	**Debt Service**	**$ 0.0 M**

124	Debt Service - Clean Transit	$ 0.0 M
125	**Total - CTE**	**$140.4 M**

126	**Nonattainment Area Air Pollution Mitgation (NAAPME)**	
	Projected Cash Balance	$ 38.8M
	Projected FY28 Revenue	$ 15.2M
	Total Projected - NAAPME	**$ 31M**
127	**Multimodal Services & Electrification**	**$14.7 M**
128	NAAPME Projects	$14.7 M
129	**Administration & Agency Operations**	**$0.4 M**
130	Agency Operations - Nonattainment	$0.4 M
131	**Debt Service**	**$ 0.0 M**
132	Debt Service - Nonattainment	$ 0.0 M
133	**Total - NAAPME**	**$15.1 M**

134	**Fuels Impact Enterprise**	
	Projected Cash Balance	$ 25.7M
	Projected FY28 Revenue	$ 15.8M
	Total Projected - Fuels Impact	**$ 41.5M**
135	**Suballocated Programs**	**$15.5 M**
136	Fuels Impact Grants	$15.5 M
137	**Administration & Agency Operations**	**$0.3 M**
138	Agency Operations - Fuels	$0.3 M
139	**Debt Service**	**$ 0.0M**
140	Debt Service - Fuels	$ 0.0M
141	**Total - Fuels Impact**	**$15.8 M**

142	**Road Enterprise**	
	Projected Cash Balance	$ 0.0 M
	Projected FY28 Revenue	$ 7.4M
	Total Projected - Fuels Impact	**$ 7.4M**
143	**Maintenance and Operations**	**$7.2 M**
144	**Mobility**	**$ 7.2M**
145	Road Projects	$7.2 M
146	**Administration & Agency Operations**	**$0.2 M**
147	Agency Operations - Road	$0.2 M
148	**Total - Road Enterprise**	**$7.4 M**
149	**Total - CDOT and Enterprises**	**$ 3,023.7M**

150	**Indirect and Construction Engineering ****	
151	**Indirect and Construction Engineering****	**$ 193.5M**
152	**Indirect Budget Allocations****	**$ 132.6M**
153	CDOT Staff Salaries and Benefits	$ 104.3M
154	Personal/Professional Services	$ 11.9M
155	Other	$ 16.4M
156	**Construction Engineering Budget Allocations****	**$ 60.9M**
157	CDOT Staff Salaries and Benefits	$ 13.3M
158	Personal/Professional Services	$ 46.9M
159	Other	$ .7M
160	**Total - Indirect and Construction Engineering ****	**$ 193.5M**
161	**Total - CDOT, Enterprises and Indirect and Construction Engineering**	**$ 3,217.2M**

M is millions in dollar amount

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

**Allocations of indirects and construction engineering to cost centers for construction program support operations. This section reflects actual spending by the Department (i.e. the uses of indirects and construction engineering)



COLORADO
Department of Transportation

November 2026 Budget Workshop
Proposed FY28 Annual Budget

Agenda

- FY28 Proposed Budget Allocation Plan
  - FY28 Sources and Uses
  - Budget Narrative and Appendices
  - Revenue Allocation Plan
  - Spending Plan
- Flexible State Funds Shortfall
- Governor's FY28 Budget Request
  - R-01 Multimodal Options Spending Authority
  - R-02 Repeal Moffat Tunnel Cash Fund
  - R-03 Continuous Spending Authority CTE Cash Fund
  - Administration Line FY28 Changes
- Additional Adjustments Coming
- Timeline and Next Steps



Fire engine at Eisenhower-Johnson memorial tunnel

Sources of CDOT & Enterprise Revenue FY28

Colorado Transportation Investment Office
$207.7 million - 8.9%
Tolling & managed lanes, Congestion Impact fee

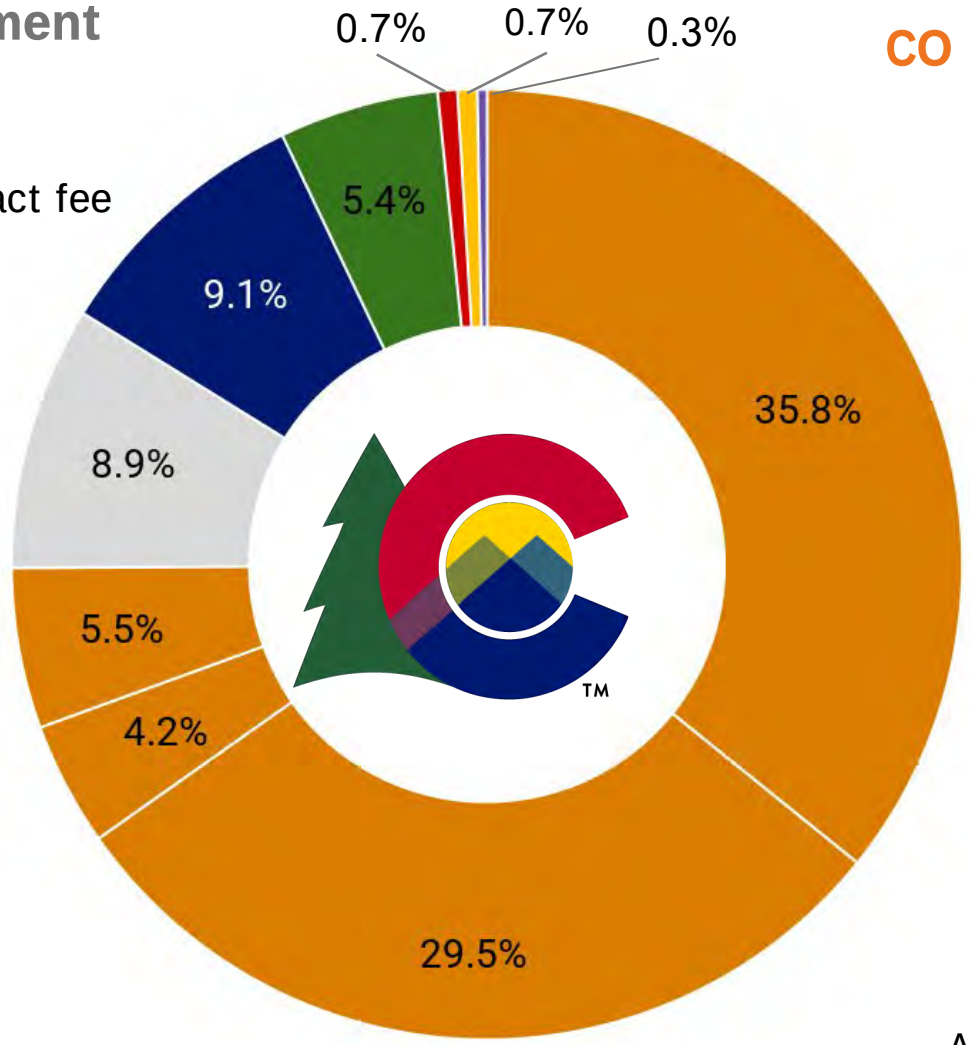
Bridge & Tunnel Enterprise
$210.7 million - 9.1%
Bridge Safety surcharge, Bridge and Tunnel Impact fee, Retail Delivery fee

Clean Transit Enterprise
$125.8 million - 5.4%
Retail Delivery fee, Oil and Gas Prod fee

Nonattainment Enterprise
$15.2 million - 0.7%
Retail Delivery fee, Rideshare fee

Fuels Impact Enterprise
$15.8 million - 0.7%
Fuels Impact Reduction fee

ROAD Enterprise
$7.4 million - 0.3%
Oversize / Overweight Permit fees



$2,320.9 M CDOT + Enterprises

CO Department of Transportation
$1,738.3 million - 74.9%

Federal Programs
$830.4 million - 35.8%
18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund
$683.6 million - 29.5%
Fuel taxes & fees, vehicle registrations, FASTER fees, Retail Delivery fee

General Fund
$96.9 million - 4.2%
General Fund Transfers to the State Highway Fund, Capital Development Committee funds

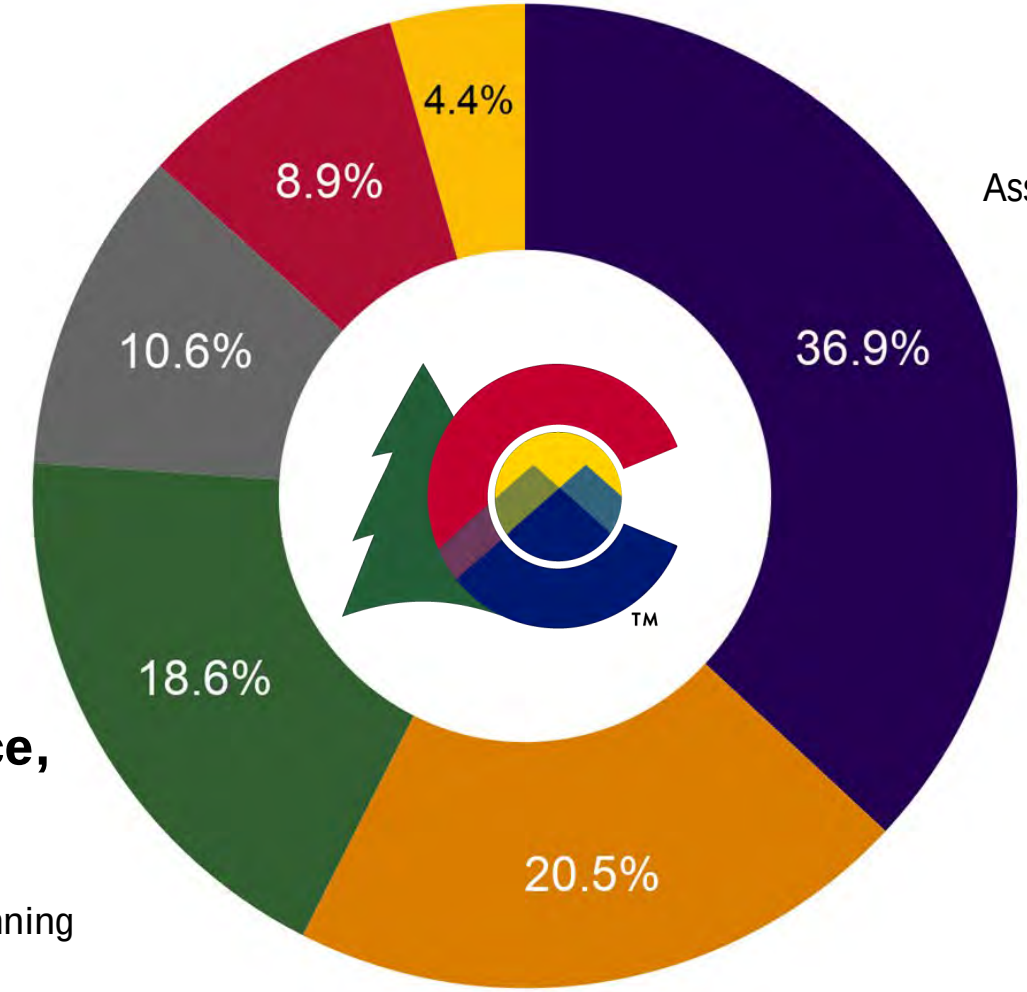
Other State Funds
$127.4 million - 5.5%
Aviation fuel taxes, appropriated special programs, miscellaneous revenue

Uses of CDOT & Enterprise Revenue FY28

Multimodal and Mobility Programs
$102.6 million - 4.4%
Innovative Mobility, 10-Year Plan Projects (Transit), Rail Programs, Bustang

Administration and Agency Operations
$206.1 million - 8.9%
Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding
$246.8 million - 10.6%
Safety education and enforcement, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction
$856.8 million - 36.9%
Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations
$476.5 million - 20.5%
Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

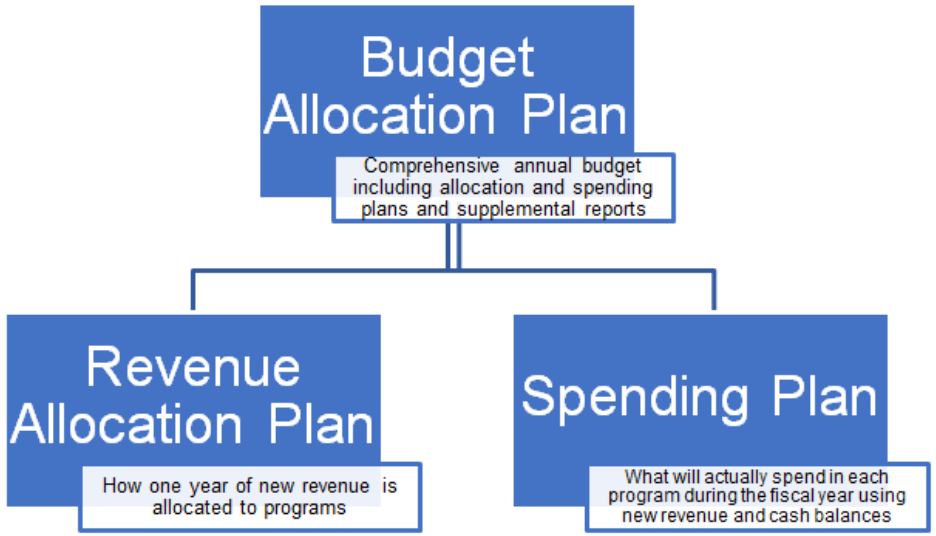
Suballocated Programs
$432.0 million - 18.6%
Aeronautics funding, sub allocated federal programs, Multimodal Options

Narrative and Other Budget Appendices

COLORADO
Department of Transportation

CDOT Proposed Budget Allocation Plan

Fiscal Year 2027-28



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

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

- Appendix A - Revenue Allocation Plan
- Appendix B - Spending Plan (available in Nov 2026)
- Appendix C - Open Projects & Unexpended Project Balances
- Appendix D - Planned Projects
- Appendix E - Total Construction Budget
- Appendix F - Project Indirects & Construction Engineering
- Appendix G - CDOT Personnel Report
- Appendix H - Update on 10 Year Plan

FY 2027-28 Revenue Allocation Plan

FY 2027-28 Revenue Allocation Plan

Line	Budget Category / Program	A. Estimated Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan	C. FY 2027-28 Final Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
1	COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - CAPITAL AND GRANTS							
2	**Capital Construction**	**$0.0 M**	**$654.3 M**	**$730.0 M**	**$730.0 M**	**$730.0 M**		
3	Asset Management	$0.0 M	$407.6 M	$443.0 M	$443.0 M	$443.0 M		
4	Surface Treatment	$0.0 M	$233.0 M	$233.0 M	$233.0 M	$233.0 M	TC	FHWA / SH / SB 09-108
5	Structures	$0.0 M	$63.4 M	$63.5 M	$63.5 M	$63.5 M	TC	FHWA / SH / SB 09-108
6	System Operations	$0.0 M	$27.3 M	$27.3 M	$27.3 M	$27.3 M	TC	FHWA / SH
7	Geohazards Mitigation	$0.0 M	$9.7 M	$9.7 M	$9.7 M	$9.7 M	TC	SB 09-108
8	Permanent Water Quality Mitigation	$0.0 M	$6.5 M	$6.5 M	$6.5 M	$6.5 M	TC	FHWA / SH
9	Emergency Relief	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA
10	10 Year Plan Projects - Capital Asset Management	$0.0 M	$67.6 M	$103.1 M	$103.1 M	$103.1 M	TC / FR	FHWA
11	**Safety**	**$0.0 M**	**$123.4 M**	**$121.2 M**	**$121.2 M**	**$121.2 M**		
12	Highway Safety Improvement Program	$0.0 M	$43.2 M	$43.6 M	$43.6 M	$43.6 M	FR	FHWA / SH
13	Railway-Highway Crossings Program	$0.0 M	$3.2 M	$3.2 M	$3.2 M	$3.2 M	FR	FHWA / SH
14	Hot Spots	$0.0 M	$2.2 M	$2.2 M	$2.2 M	$2.2 M	TC	FHWA / SH
15	FASTER Safety	$0.0 M	$67.7 M	$65.0 M	$65.0 M	$65.0 M	TC	SB 09-108
16	Americans with Disabilities Act Compliance	$0.0 M	$7.2 M	$7.2 M	$7.2 M	$7.2 M	TC	FHWA / SH
17	**Mobility**	**$0.0 M**	**$123.3 M**	**$165.8 M**	**$165.8 M**	**$165.8 M**		
18	Regional Priority Program	$0.0 M	$50.0 M	$50.0 M	$50.0 M	$50.0 M	TC	FHWA
19	10 Year Plan Projects - Capital Mobility	$0.0 M	$60.7 M	$103.1 M	$103.1 M	$103.1 M	SL	FHWA / SB 21-260
20	Freight Programs	$0.0 M	$12.6 M	$12.7 M	$12.7 M	$12.7 M	FR	FHWA / SH / SL
21	**Multimodal and Mobility Programs**	**$0.0 M**	**$22.3 M**	**$30.9 M**	**$30.9 M**	**$30.9 M**		
22	**Mobility**	**$0.0 M**	**$22.3 M**	**$30.9 M**	**$30.9 M**	**$30.9 M**		
23	Innovative Mobility Programs	$0.0 M	$8.0 M	$8.0 M	$8.0 M	$8.0 M	TC	FHWA / SH
24	National Electric Vehicle Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA
25	10 Year Plan Projects - Multimodal	$0.0 M	$14.3 M	$22.9 M	$22.9 M	$22.9 M	TC	FHWA / SB 21-260
26	Rail Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL	SL
27	**Suballocated Programs**	**$0.0 M**	**$330.4 M**	**$285.5 M**	**$285.5 M**	**$285.5 M**		
28	**Aeronautics**	**$0.0 M**	**$48.8 M**	**$49.6 M**	**$49.6 M**	**$49.6 M**		
29	Aviation System Program	$0.0 M	$48.8 M	$49.6 M	$49.6 M	$49.6 M	AB	SA
30	**Highway**	**$0.0 M**	**$151.4 M**	**$152.7 M**	**$152.7 M**	**$152.7 M**		
31	Surface Transportation Block Grant - Urban	$0.0 M	$65.2 M	$65.8 M	$65.8 M	$65.8 M	FR	FHWA / LOC
32	Congestion Mitigation and Air Quality	$0.0 M	$52.5 M	$53.0 M	$53.0 M	$53.0 M	FR	FHWA / LOC
33	Metropolitan Planning	$0.0 M	$11.7 M	$11.8 M	$11.8 M	$11.8 M	FR	FHWA / FTA / LOC
34	Off-System Bridge Program	$0.0 M	$22.0 M	$22.0 M	$22.0 M	$22.0 M	TC / FR	FHWA / SH / LOC
35	**Transit and Multimodal**	**$0.0 M**	**$130.2 M**	**$83.3 M**	**$83.3 M**	**$83.3 M**		
36	Recreational Trails	$0.0 M	$1.6 M	$1.6 M	$1.6 M	$1.6 M	FR	FHWA
37	Safe Routes to School	$0.0 M	$3.1 M	$3.1 M	$3.1 M	$3.1 M	TC	FHWA / LOC
38	Transportation Alternatives Program	$0.0 M	$22.3 M	$22.8 M	$22.8 M	$22.8 M	FR	FHWA / LOC
39	Transit Grant Programs	$0.0 M	$41.9 M	$44.6 M	$44.6 M	$44.6 M	FR / SL / TC	FTA / LOC / SB 09-108
40	Multimodal Options Program - Local	$0.0 M	$51.7 M	$11.2 M	$11.2 M	$11.2 M	SL	SB 21-260
41	Carbon Reduction Program - Local	$0.0 M	$9.6 M	$0.0 M	$0.0 M	$0.0 M	FR	FHWA / LOC
42	Revitalizing Main Streets Program	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	SL / TC	SB 21-260
43	**Contingency Reserve**	**$0.0 M**	**$15.0 M**	**$15.0 M**	**$15.0 M**	**$15.0 M**		
44	Contingency Fund	$0.0 M	$15.0 M	$15.0 M	$15.0 M	$15.0 M	TC	FHWA / SH
45	Commission Reserve Funds	$0.0 M	$0.0 M	$0.0 M	$0.0 M	$0.0 M	TC	FHWA / SH
46	**Other Programs**	**$0.0 M**	**$40.3 M**	**$40.6 M**	**$40.6 M**	**$40.6 M**		
47	Safety Education and Enforcement	$0.0 M	$20.3 M	$20.5 M	$20.5 M	$20.5 M	TC / FR	NHTSA / SL
48	Planning and Research	$0.0 M	$18.6 M	$18.7 M	$18.7 M	$18.7 M	FR	FHWA / SH
49	State Infrastructure Bank	$0.0 M	$1.4 M	$1.4 M	$1.4 M	$1.4 M	TC	SIB
50	**TOTAL - CDOT CAPITAL AND GRANTS**	**$0.0 M**	**$1,062.3 M**	**$1,102.1 M**	**$1,102.1 M**	**$1,102.1 M**		

Line	Budget Category / Program	A. Estimated Rollforward from FY 2026-27*	B. FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan	C. FY 2027-28 Final Allocation Plan	FY 2027-28 Total Final Available Budget (A+C)	Directed By	Funding Source
51	COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) - OPERATING							
52	**Maintenance and Operations**	**$0.0 M**	**$434.0 M**	**$434.3 M**	**$434.3 M**	**$434.3 M**		
53	**Asset Management**	**$0.0 M**	**$396.7 M**	**$397.1 M**	**$397.1 M**	**$397.1 M**		
54	Maintenance Program Areas	$0.0 M	$325.3 M	$325.3 M	$325.3 M	$325.3 M		
55	Roadway Surface	$0.0 M	$37.2 M	$37.2 M	$37.2 M	$37.2 M	TC	SH
56	Roadside Facilities	$0.0 M	$27.3 M	$27.3 M	$27.3 M	$27.3 M	TC	SH
57	Roadside Appearance	$0.0 M	$14.8 M	$14.8 M	$14.8 M	$14.8 M	TC	SH
58	Structure Maintenance	$0.0 M	$5.8 M	$5.8 M	$5.8 M	$5.8 M	TC	SH
59	Tunnel Activities	$0.0 M	$5.1 M	$5.1 M	$5.1 M	$5.1 M	TC	SH
60	Snow and Ice Control	$0.0 M	$111.5 M	$111.5 M	$111.5 M	$111.5 M	TC	SH
61	Traffic Services	$0.0 M	$82.9 M	$82.9 M	$82.9 M	$82.9 M	TC	SH
62	Materials, Equipment, and Buildings	$0.0 M	$22.0 M	$22.0 M	$22.0 M	$22.0 M	TC	SH
63	Planning and Scheduling	$0.0 M	$18.8 M	$18.8 M	$18.8 M	$18.8 M	TC	SH
64	Express Lane Corridor Maintenance and Operations	$0.0 M	$13.2 M	$13.5 M	$13.5 M	$13.5 M	TC	SH
65	Property	$0.0 M	$22.7 M	$22.7 M	$22.7 M	$22.7 M	TC	SH
66	Capital Equipment	$0.0 M	$22.6 M	$22.6 M	$22.6 M	$22.6 M	TC	SH

- Balanced using September 2026 revenue forecast
- Flexible revenue allocated based on FY27 budget amounts adopted by TC in March 2026 (and subsequently amended), with some adjustments to balance
- Inflexible revenue automatically adjusted based on FY28 revenue forecast
- Asset Management and Maintenance programs funded according to the FY28 Asset Management Planning Totals, approved by the TC in September 2024.
- The FY28 Revenue Allocation Plan reflects:
  - $1,738.3 million for CDOT programs
  - $582.6 million for transportation enterprises
  - $2,320.9 million total CDOT and enterprises

FY 2027-28 Spending Plan

Appendix B CDOT Fiscal Year (FY) 2027-28 Spending Plan

Line	Budget Category / Program	FY 2027-28 Projected Expenditures
1	**Colorado Department of Transportation (CDOT)**	
	Projected Fund Balance and SB267 Trustee Account Balance	**$ 1,115.1M**
	Projected FY28 Revenue	**$ 1,738.3M**
	Total Projected - CDOT	**$ 2,853.4M**
2	**Capital Construction**	**$ 1,409.4M**
3	**Pre-Construction Activities**	**$ 183.2M**
4	**Right of Way**	**$ 42.3M**
5	Acquisitions	$ 36.2M
6	CDOT Staff Salaries and Benefits	$ 1.4M
7	Personal/Professional Services	$ .1M
8	Indirect Allocations to Projects*	$ 2.4M
9	Other	$ 2.1M
10	**Design and Other Pre-Construction Activities**	**$ 140.9M**
11	Personal/Professional Services	$ 78.6M
12	CDOT Staff Salaries and Benefits	$ 28.1M
13	Indirect Allocations to Projects*	$ 13.8M
14	Other	$ 20.4M
15	**Construction Activities**	**$ 1226.2M**
16	Contractor Payments	$ 958.4M
17	Personal/Professional Services	$ 56.3M
18	CDOT Staff Salaries and Benefits	$ 18.4M
19	Indirect Allocations to Projects*	$ 135.1M
20	Construction Engineering Allocations to Projects*	$ 17.9M
21	Other	$ 40.1M
22	**Maintenance and Operations**	**$ 434.3M**
23	CDOT Staff Salaries and Benefits	$ 196.M
24	Personal/Professional Services	$ 23.4M
25	Operating	$ 118.8M
26	Capital	$ .8M
27	Other	$ 49.M
28	**Property**	**$ 22.7M**
29	CDOT Staff Salaries and Benefits	$ 2.5M
30	Personal/Professional Services	$ .1M
31	Operating	$ .7M
32	Capital	$ 19.3M
33	**Capital Equipment**	**$ 23.6M**
34	Capital	$ 23.5M
35	Operating	$ .1M
36	**Multimodal and Mobility Programs, Non Construction**	**$ 46.6M**
37	CDOT Staff Salaries and Benefits	$ .7M
38	Personal/Professional Services	$ 27.7M
39	Operating	$ 7.3M
40	Capital	$ 10.9M
41	**Suballocated Programs**	**$ 285.5M**

Total estimated expenditures in FY 2027-28, $3,023.7 M:

- CDOT: $2,416.5 million
- BTE: $263.6 million
- CTIO: $164.9 million
- Clean Transit: $140.4 million
- Nonattainment Enterprise: $15.1 million
- Fuels Impact Enterprise: $15.8 million
- Road Enterprise: $7.4 million

Flexible State Funds Shortfall - HUTF Outlook

- Forecasted HUTF revenue for FY 2027-28 remains relatively flat due to sustained high fuel prices impacting consumer demand, multi-year trends of declining motor fuel consumption from increased fuel efficiency and electric vehicle adoption, and lower overall economic growth expectations.
- The General Assembly passed two bills during the last legislative session that diverted revenue available to CDOT:
  - **HB 26-1102** redirected $2 of late vehicle registration fees and certain personalized plate fees away from the HUTF into the Department of Revenue's DRIVES account (resulting in a net revenue loss to CDOT even after partial tax expenditure offsets under HB 26-1289)
  - **HB 26-1430** diverted $7.4 million in Oversize/Overweight (OSOW) permit fee revenue from CDOT to a new Road Enterprise and reduced the SB 21-260 General Fund transfer to the State Highway

FY 2025-27 Q1 CDOT HUTF Forecast



Flexible State Funds Shortfall - Balancing

Flexible State Funds: flexible HUTF (not FASTER) and flexible misc revenue not dedicated to a specific program or purpose.

Budget One Sheet Line/s	Program Name / Category	Starting Allocation of Flexible State Funds	Required Budget Reduction to Balance	Revised Allocation with Reduction
Lines 54-63	**Maintenance Programs Areas (MLOS)**	**$325.3 M**	**-$3.0 M**	**$322.3 M**
Lines 75-78	**Administration and Agency Operations**	**$137.1 M**	**-$1.3 M**	**$135.8 M**
Line 66	Capital Equipment	$23.6 M	-$0.2 M	$23.4 M
Line 65	Property	$22.7 M	-$0.2 M	$22.5 M
Line 6	System Operations (ITS*)	$16.6 M	-$0.2 M	$16.4 M
Line 67	Maintenance Reserve Fund	$12.0 M	-$0.1 M	$11.9 M
Line 64	Express Lanes Corridor Maint. and Ops.	$10.1 M	-$0.1 M	$10.0 M
Lines 1-50	**State Match to Federal Programs**	**$8.7 M**	**-$0.1 M**	**$8.6 M**
Line 71	Real-time Traffic Operations	$8.1 M	-$0.1 M	$8.0 M
Line 23	Innovative Mobility Programs	$8.0 M	-$0.1 M	$7.9 M
Line 47	Safety Education & Enforcement	$2.7 M	$0.0 M	$2.7 M
Line 6	System Operations (COBRA*)	$1.0 M	$0.0 M	$1.0 M
n/a	**Total Allocations (Uses)**	**$575.8 M**	**-$5.4 M**	**$570.4 M**

*The System Operations line (Line 6) includes $16.6 million for Intelligent Transportation Systems (ITS) which is ineligible for federal funds due to Buy America Build America requirements. The line also funds the Colorado Bottleneck Reduction (COBRA) program which is state-funded.

- For FY28, CDOT is forecasting $570.4 M in flexible state funds, vs initial allocations totaling $575.8 M. This results in a current deficit of $5.4 M.
- The Proposed FY28 is balanced by temporarily applying a proportional cut to all programs that receive flexible state funds based on their respective share of those flexible dollars.
- As the largest recipient of flexible state funds, MLOS absorbs the largest reduction.
- The full reduction to Administration and Agency Operations is reflected in the Agency Operations line. Administration reflects the Governor's FY28 Budget Request (more details coming).
- CDOT directs minimal flexible state funds to capital construction, relying primarily on SB 21-260 General Fund transfers for required state match. Further reducing flexible state funds to the capital program deepens dependence on these legislative transfers.

Flexible State Funds Shortfall - Final Budget

- The Governor's FY28 Budget Request includes increases to total compensation for all state employees. These costs are built into the Administration line, but they are not yet built into the CDOT budget for any other division or program.
- **Incorporating these increases later in the process will require allocating additional flexible state funds on top of this $5.4 million deficit, which may require further cuts to programs that receive flexible state funds.**
- For MLOS, if additional flexible state funds cannot be allocated to cover the increase to personal services, the program will have to shift more operating budget to personal services to cover required increases.
- The program reductions outlined in the table above serve strictly as temporary placeholders while remaining technical and legislative adjustments are calculated and Department staff works to identify potential operational efficiencies and cost reductions across agency activities.
- **Once the full extent of the final deficit is established, staff will return to the TC in February 2027 with the draft Final FY 2027-28 Budget to present the final deficit total and formal recommendations on where budget reductions can be made to achieve final balance.**

Governor's FY 28 Budget Request

CDOT submitted three decision items for FY 2027-28:

R-01 - Multimodal Options Fund Spending Authority

CDOT requests Joint Budget Committee (JBC)-sponsored legislation to make the Multimodal Transportation and Mitigation Options Fund (MMOF) continuously appropriated. The Department's original appropriations from this fund have recently lapsed, and the MMOF program has lost access to a significant portion of the funding committed to local projects. Continuous appropriation of the fund will allow the Department to eliminate the impact on awarded projects and the challenges with administering the budget when spending authority gaps occur.

R-02 Repeal Moffat Tunnel Cash Fund

The Department requests legislation to repeal the Moffat Tunnel Cash Fund (C.R.S. 32-8-126), transfer its remaining balance of approximately $371,480 to the General Fund to support statewide budget balancing, and redirect future revenues and oversight costs to the State Highway Fund (SHF). Following the transfer of Moffat Tunnel administration to CDOT under SB 25-030, maintaining a separate cash fund for a program generating only about $18,569 annually in rental revenue has created administrative inefficiencies. Repealing the Fund will streamline financial administration by managing the tunnel's revenues and expenditures through the SHF.

R-03 Continuous Spending Authority for the Clean Transit Enterprise (CTE) Cash Fund

The CTE requests JBC-sponsored legislation to make the CTE Cash Fund continuously appropriated. Zero-emission transit vehicle procurements and charging infrastructure projects face typical lead times of 18 to 24 months, routinely exceeding the annual appropriation window and creating delivery risks for grant recipients. Establishing continuous spending authority provides reliable, multi-year grant funding to support transit fleet electrification without any net fiscal impact.

Administration Line (Line 77)

Administration Budget	Amount
FY 2026-27 TC-adopted Budget	**$48.4 M**
July 2026 Budget Amendment (common policies)	-$1.1 M
FY 2026-27 Long Bill (HB 26-1410)	**$47.2 M**
FY28 Risk Management Adjustment	$3.1 M
FY28 Total Compensation Request	$1.4 M
FY28 Other Common Policies & Requests	$0.8 M
FY28 November 1 Budget Request	**$52.6 M**

The Governor's Budget Request for CDOT's Administration line (Line 77) is $52.6 million, which is a $4.2 million, or 8.7%, increase over the allocation that was reflected in the FY 2026-27 budget that was approved by the TC in March 2026 (prior to the July 2026 Budget Amendment).

Legislative and OSPB actions during the budget development cycle may require further changes in Administration spending for CDOT. The Administration budget will be updated throughout the fall and winter.

- For FY 2027-28, the Governor's Budget includes funding to support an across the board 1.25% salary increase, implement changes to the Step Pay program, and cover an estimated 13% average increase to the employer share of health, life and dental benefit rates.
- These increases are not yet built into the CDOT budget for any program except Administration. Incorporating these increases later in the process will require allocating additional flexible state funds, which may require further cuts to programs that receive flexible state funds.

Additional Adjustments Coming

Still to come….

- **Legislative Changes:** Staff will closely monitor proposed legislation that is introduced during the 2027 legislative session and assess whether any proposals under consideration will have an impact on the FY 2027-28 CDOT budget.
- **Revenue Forecast**: Allocations may be updated to reflect the latest revenue forecast that will be updated in December 2026 and shared with the TC in January.
- **Decision Items:** The TC will have an opportunity to review any potential Decision Item requests during the February 2027 Budget Workshop, prior to the March adoption of the Final FY 2027-28 Annual Budget Allocation Plan.
- **Administration (Line 77):** Legislative and OSPB actions during the budget development cycle may require further changes in Administration spending for CDOT. The Administration number will be updated throughout the fall and winter.
- **Contingency and Maintenance Reserve Funds (Lines 44 and 67):** After final adjustments for common policy, etc., and consideration of current balances in Contingency Reserve Funds, the Commission may also be asked to consider options for the allocation of any flexible HUTF or federal funding, including amounts currently allocated to the Contingency and Maintenance Reserve lines, to other programs.

Timeline and Next Steps

After November, DAF will continue to address the following items for the FY 2027-28 Annual Budget:

- January 2027: The Annual Budget Allocation Plan may be updated to reflect the most current revenue forecast.
- February 2027: The TC will be asked to review any Decision Items that are $1 million or more, additional changes related to common policy updates, legislative changes, or any other changes.
- March 2027: The TC will be asked to review and adopt the Final FY 2027-28 Annual Budget Allocation Plan.



US 550 - Silverton to Ouray



COLORADO
Department of Transportation

Questions?

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer

Date: November 18, 2026

Subject: Fiscal Year (FY) 2026-27 Budget Amendment

Purpose

To review the fourth budget amendment to the FY 2026-27 Annual Budget in accordance with Policy Directive (PD) 703.0.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and adopt the fourth budget amendment to the FY 2026-27 Annual Budget, which consists of one item that requires TC approval. The fourth budget amendment allocates $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 authorizes staff to roll forward unspent project funds to cover project expenses in FY 2027-28.

Budget Amendments

Funding for Enterprise Resource Planning (ERP) Upgrade Project

The attached memo from the Division of Accounting and Finance (DAF) provides a briefing on the enterprise-wide plan to modernize CDOT's core ERP platform from legacy SAP ECC to SAP S/4HANA Cloud ahead of the December 31, 2027 vendor support deadline, outlining a phased migrate, the optimize implementation roadmap.

The Division of Accounting and Finance (DAF) is requesting TC approval to allocate $6.3 million in federal indirect funding with multi-year roll-forward authority, noting that the remaining State Highway Fund share is already fully covered by internal departmental reserves. Approval of this amendment will allow DAF to initiate and complete Phase 1 of the upgrade project.

Next Steps

November 2026 - Staff will complete any actions for approved budget amendments.

COLORADO
Department of Transportation

Attachments

Attachment A - ERP Upgrade Project Memo
Attachment B - Budget Amendment Presentation

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Deputy Director, Finance and Administration
Bethany Nicholas, Deputy Chief Financial Officer

Date: November 18, 2026

Subject: Enterprise Resource Planning (ERP) Upgrade Project

Purpose

This memo provides an update on the Enterprise Resource Planning (ERP) upgrade project.

Action

The Division of Accounting and Finance (DAF) is requesting the Transportation Commission (TC) to review and approve the allocation of $6.3M in new indirect funding to cover the implementation costs required for Phase 1 of the Systems, Applications, and Products in Data Processing (SAP) S/4HANA Enterprise Resource Planning (ERP) upgrade. The requested funding covers the immediate, upfront funding required to complete Phase 1 of the project. This includes design, software licensing, full system conversion, moving over 20+ years of data, fixing custom code, updating system connections, transitioning to a modern cloud environment, digital adoption tooling, and independent project oversight. This funding is required over a two year period so roll forward authority is requested to allow the project to retain any unspent funds in FY 2026-27 so it can be used in FY 2027-28.

Background

CDOT's current enterprise resource planning (ERP) is facing a critical technical deadline on December 31, 2027 when standard SAP support for the legacy SAP ECC system ends. Continuing to run core workflows on an unsupported system increases security and compliance vulnerabilities, creates software support gaps, and leads to higher third-party fees for support. Therefore, CDOT is planning to execute an enterprise-wide digital transformation to transition from the aging legacy SAP ECC system which was implemented over 20 years ago to SAP S/4HANA Cloud. This project will retire decades of obsolete infrastructure in favor of a modern, high-performance enterprise platform. This move elevates the department from outdated software to advanced, cloud-native technology across core financial operations. By adopting next-generation in-memory computing and SAP's Universal Journal, the new platform

replaces disjointed systems and consolidates disparate financial subledgers into a unified, real-time single source of truth with superior processing power and reliability.

To manage operational risk and target delivery in alignment with the support cutoff, CDOT is adopting a phased "migrate, then optimize" brownfield strategy. A brownfield conversion represents the fastest and lowest-risk migration path, carrying forward over two decades of accumulated accounting history, configuration, and customizations without the extreme disruption or cost of a complete rebuild. This is a proven, low-risk upgrade path that preserves 20+ years of CDOT data without the extreme cost and disruption of starting from scratch. Dividing the project into distinct phases decouples the technical platform upgrade from high-complexity business redesigns. This sequential roadmap paces organizational change sustainably, preventing staff burnout and fatigue by allowing agency personnel to master core S/4HANA functionality before introducing extensive procedural overhauls.

Phase 0: Readiness Assessment & Strategic Discovery

- Evaluated CDOT's baseline operating environment through more than 20 discovery workshops across 15 functional business areas, including finance, procurement, asset management, and human capital management.
- Cataloged 58 discrete operational pain points and process inefficiencies across the department.
- Validated migration feasibility, aligned technical prerequisites, and established the strategic two-phase implementation roadmap.

Phase 1: Secure the Core

- Executes an 11-month brownfield technical conversion of CDOT's complete module footprint to SAP S/4HANA Private Cloud Edition (PCE) on RISE (AWS), followed by three months of dedicated hypercare and stabilization support.
- Migrates the database layer to SAP HANA, integrates Asset Accounting into the Universal Journal, and completes mandatory Business Partner (CVI) master data conversion.
- Decommissions legacy SAP PI/PO middleware by transitioning active integration flows to the cloud-native SAP BTP Integration Suite.
- Establishes a modernized reporting and data foundation using SAP Datasphere and SAP Analytics Cloud (SAC), retiring legacy Crystal Reports and laying the groundwork to decommission SAP Business Warehouse (BW).

Phase 2: Enable Modernization

- Drives post-go-live business process optimization and structural redesigns across the proven, stabilized cloud platform. Some planned improvements include:
    - Overhauling the 20-year-old Chart of Accounts (CoA) structure to streamline financial accounting and enhance compliance for federal Schedule of Expenditures of Federal Awards (SEFA) reporting and auditing.
    - Re-engineering the custom Federal Aid Billing (FAB) solution and secures formal recertification with the Federal Highway Administration (FHWA) through collaborative testing.
    - Upgrading processes, including multi-fund project budgeting, Grants Management expansion, and realignment of Project Systems (PS) and Cost Center hierarchies.
    - Deploying advanced self-service analytics and explores AI-assisted operational capabilities, such as automated accounts payable invoice processing.

Phase 0 has been completed within existing resources, however Phase 1 and 2 will require additional funding outside of current budgets.

Implementation Budget

There are both new one-time costs associated with implementation as well as ongoing costs for licensing the new technology. In the first two years the project will total $15.1M.

S/4HANA Upgrade Costs	FY 2026-27	FY 2027-28	Total Implementation
System Implementer	$6.4M	$0.0	$6.4M
Project Oversight	$0.6M	$0.6M	$1.2M
Tools, Staffing, and Training	$0.5M	$0.5M	$1.0M
SAP S/4HANA Licensing and Bill of Materials	$2.1M	$3.8M	$5.9M

Embedded Digital Adoption Platform	$0.3M	$0.3M	$0.6M
Total	**$9.9M**	**$5.2M**	**$15.1M**

To implement S/4HANA CDOT will engage a System Implementor at a cost of $6.4M for Phase 1. This consulting partner will architect, configure, and deploy this complex enterprise software to align with CDOT's operational workflows. They execute the critical technical engineering - including custom code remediation, data conversion, integration, and multi-cycle testing - necessary to build and stabilize the target environment. Project oversight, at a total cost of $1.2M, will provide an objective, third-party governance function that evaluates whether the project and the implementation is being managed effectively, built according to industry standards, and delivering on its intended business objectives. This independent third party reports directly to executive leadership to monitor schedule integrity, audit vendor billings, and verify code quality before milestone payments are released. Finally, the project will require $1.0M for various testing tools, augmented CDOT staff, and to complete the work to build integrations to other softwares that connect with SAP.

In addition to one-time costs, the new software will require ongoing SAP S/4HANA licensing and hosting. These costs are estimated at $2.1M in FY 2026-27, $3.8M in FY 2027-28, and $3.6M in FY 2028-29 and beyond. CDOT has also elected to include an embedded training software within the new system called WalkMe to assist users in completing transactions correctly at an annual cost of $0.3M.

Phase 2 ("Enable Modernization") will address business process redesigns, such as the Chart of Accounts and Federal Aid Billing modernization. Rough order-of-magnitude estimates for Phase 2 range between $1.5M and $5.5M, depending on final Phase 1 scoping, and will be brought to the TC at a later date.

Budget Request

To fund this project the department will use both State Highway Fund (SHF) and federal indirect budget because the ERP platform functions as CDOT's central operations backbone, supporting both state programs and federal-aid highway funded projects and operations across the entire department. Based on FY 2025-26 total capital construction expenditures of $3,216.1M, 45.4% were federal funds ($1,460.4M), and 54.6% were SHF ($1,755.7M). Therefore, the funding for this project will be allocated as $6.8M indirects and $8.2M SHF. Indirect funding refers to overhead and administrative expenses—such as staff salaries, benefits, and general agency operations—that cannot be assigned to a single specific construction project

but are necessary to support the overall construction program. These indirect costs do not appear as line-item allocations in CDOT's annual Revenue Allocation Plan because they are funded through internal percentage assessments charged directly against active capital construction project budgets as a cost-recovery mechanism, rather than being allocated as separate line items from incoming federal revenues.

Fund Source	**FY 2026-27**	**FY 2027-28**	**Total**
State Highway Fund	$5.4M	$2.8M	$8.2M
Indirects	$4.5M	$2.4M	$6.9M
Project Funding	**$9.9M**	**$5.2M**	**$15.1M**

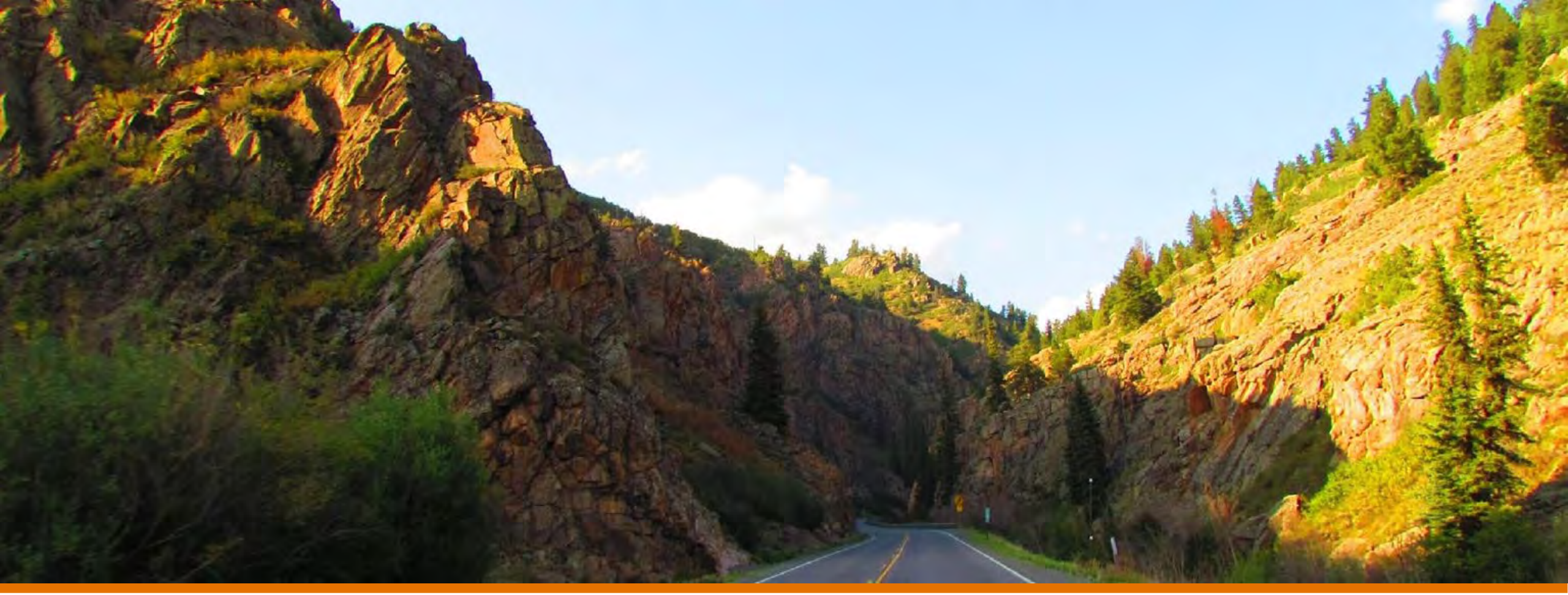
Through proactive planning and savings from reduced ECC expenses, the department has strategically accrued $9.5 million in internal reserves to directly offset the $15.1 million Phase 1 implementation cost.

Taking these savings in addition to previous IT project savings and internal IT budget shifts, the State Highway Fund (SHF) requirement is currently fully funded. This request does not reallocate funding from construction, asset management, or regional highway maintenance projects. State funds are derived entirely from planned internal operating balances and prior-year IT roll-forwards. Consequently, the net new funding requested is limited to $6.3 million in federal indirects. Currently, there is a projected surplus of $0.71M SHF at the end of implementation which, with TC approval, will be rolled into the next fiscal year to offset the costs of Phase 2.

Budget	**State Highway Fund**	**Indirects**	**Total**
Implementation Budget	$8.2M	$6.9M	$15.1M
Existing Funds Available	$8.91M	$0.6M	$9.5M
Budget Request	**($0.71M)**	**$6.3M**	

Taking into account this existing funding the current need is for $3.9 million in additional indirect funding in FY 2026-27 and $2.4 million in FY 2027-28. This request also includes approval to roll forward any unspent State Highway Fund dedicated to the project from FY 2026-27 to FY 2027-28 (currently estimated at $.7M). The total estimated project cost of $15.1M through Phase 1 will be split across both fiscal years, though exact amounts per year are estimates only.

During the Phase 1 implementation, CDOT must run both systems in parallel to ensure uninterrupted day-to-day business operations, requiring the department to maintain substantial SAP ECC maintenance and support costs across FY 2026-27 and FY 2027-28. Once the new S/4HANA platform is fully live and the legacy ECC system can be completely decommissioned, the department will realize significant additional operational savings. While certain reductions—such as the full elimination of legacy maintenance fees and obsolete data connectors—are fixed and known, other long-term operational needs, such as the exact level of ongoing third-party SAP consultant support required under the modernized cloud environment, and other operational savings from system and business process efficiencies, will become clearer as implementation progresses. Staff will return to the Transportation Commission during the FY 2027-28 and FY 2028-29 budget cycles to present refined operating estimates, verified recurring cost reductions, and updated Phase 2 requirements and costs.



COLORADO
Department of Transportation

November 2026 Budget Workshop
FY 2026-27 Budget Amendment

Agenda

Agenda:

- FY27 Budget Amendment Summary
  - Enterprise Resource Planning (ERP) Upgrade Project
- Next Steps



Colorado Mountains

FY27 Budget Amendment Summary

The Division of Accounting and Finance (DAF) is requesting a $6.3M increase in FHWA indirect funding for the Phase 1 implementation of an upgrade to the SAP ECC enterprise resource planning (ERP) software to SAP S/4HANA, and approval to roll forward any unspent project funds across fiscal years.

Budget Line	Line Number	FY27 Budget Amendment Summary	Amount
FHWA Indirects	n/a	Enterprise Resource Planning (ERP) Upgrade Project	$6.3 M
n/a	**n/a**	**Total Budget Amendment**	**$6.3 M**

*Transportation Commission Policy Directive 703.0 establishes the policy by which CDOT will determine and submit the annual budget, project budgets, or any other relevant budgetary matters to the Colorado Transportation Commission. The Commission will focus on substantive budget matters, i.e. those budget matters that involve material change or significant risk, and will exercise oversight on routine budget matters by deferring lesser decisions to Executive Management or Staff according to risk.

ERP Upgrade Project

Project Summary and Current Request:

- Support for CDOT's 20-year-old legacy SAP ECC system ends on December 31, 2027; staying on an unsupported system exposes CDOT to major security risks, support gaps, and escalating third-party costs.
- Phase 1 of the project will migrate CDOT's ERP to SAP S/4HANA Cloud which replaces obsolete infrastructure with a modern, fully supported infrastructure.
- Total project cost is $15.1M. Strategic reserves, reduced ECC expenses, and prior IT savings fully cover most of the cost. DAF is requesting a $6.3M increase in FHWA indirect funding with roll-forward authority. Any project savings will be repurposed for Phase 2.
- As the project progresses, staff will return to the Transportation Commission during the FY 2027-28 and/or FY 2028-29 budget cycles to present refined operating estimates, verified recurring cost reductions, and updated Phase 2 requirements and costs.

Next Steps



Interstate through the Mountains

Next Steps:

- November 2026 – Staff will complete any actions for approved budget amendments.

COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memo-randum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Katie Carlson, BTE Deputy Director of Finance and Administration
Jeff Sudmeier, CDOT Deputy Director - Finance and Administration / CFO

Date: November 19, 2026

Subject: Bridge and Tunnel Enterprise Infrastructure Revenue Bonds Series 2026A

Purpose

Request approval from the Bridge and Tunnel Enterprise ("BTE" or the "Enterprise") Board of Directors ("Board") to move forward with the Colorado Bridge and Tunnel Enterprise Infrastructure Revenue Bonds, Series 2026A ("Series 2026A Bonds") issuance.

Action

Staff is requesting approval from the Board of the Approving Resolution for the Colorado Bridge and Tunnel Enterprise Series 2026A Bonds. This resolution provides approval for staff to proceed with the transaction if parameters related to the size and final maturity date of the bonds are met. The resolution also grants the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents on behalf of the Enterprise.

Background

BTE's current Plan of Finance was designed to fully fund commitments to the CDOT 10-Year Plan through three transactions. Based on the cost and timing of several strategic projects, financing was necessary during this period of heightened program delivery to maintain program cash flows and avoid potential project schedule impacts resulting from funding limitations. The Enterprise completed the first new money transaction in Spring 2024, the Series 2024A Infrastructure Revenue Bond (IRB) issuance, which generated approximately $163 million in project funds to support CDOT with the funding and delivery of I-70 West Floyd Hill, I-70 Vail Pass Safety and Operations Improvements, the I-25/US 50B Interchange, the US 50 Blue Mesa Bridges Emergency Response, and several other projects. The Enterprise's second new money transaction in Spring 2025, the Series 2025A IRB issuance, generated an additional $225 million in project funds for I-70 West Floyd Hill. The proceeds from both transactions are fully budgeted and $208.7 million has been expended as of 9/30/2026. The third and final transaction, the Series 2026A IRB Issuance, will fully eliminate BTE's remaining funding gap of $120 million and complete the current Plan of Finance.

Since the last bond transaction, there have been several structural enhancements to BTE's credit. In December 2025, a final non-appealable judgment in the Americans for Prosperity v. State of Colorado, (the "AFP Lawsuit") was rendered by a court of competent jurisdiction, affirming the Enterprise's authority to impose and collect the Bridge and Tunnel Impact Fee and the Retail Delivery Fee. This event triggered the Enterprise's execution of a Pledge Certificate in January 2026, which pledged those revenues to the IRB lien. Additionally, In June 2025, Senate Bill (SB) 25-320 "Concerning Commercial Motor Vehicle Transportation" was passed by the State Legislature and signed by the Governor. This bill accelerated the phasing in of the Bridge and Tunnel Impact Fee from FY2026 to FY2028 with the fee reaching its statutory maximum of $0.08 per gallon of special fuels in FY2028, a year earlier than previously legislated. These events, in conjunction with strategic decisions made by BTE and its municipal advisor while creating the IRB lien and structuring previous transactions, have resulted in a rating upgrade of two notches by Moody' from A2 (stable) to Aa3 (positive) and three notches by S&P from A- (stable) to AA- (stable) as compared to the levels assigned at the Series 2024A (Spring 2024) issuance.

In addition to lowering BTE's anticipated borrowing costs for BTE's future transactions, these developments increase BTE's debt service coverage and broaden the range of financing structures available to the Enterprise on any future transactions, including the planned Series 2026A Bond transaction.

Details[1]

BTE staff are planning to capitalize on this flexibility by employing a 14-year, fixed-rate financing for the Series 2026A transaction. The planned structure targets $150 million in project proceeds to fund the I-270 Critical Bridge project and other Designated Bridge Projects throughout the state. Based on market conditions as of November 3, 2026, the Series 2026A Bonds are estimated to have a par amount of approximately $138.4 million, a final maturity of December 1, 2040, and a true interest cost of approximately 3.78%, with total debt service of approximately $201.0 million, or approximately $92.1 million less than a 30-year level debt service structure. The shorter term, when compared to the 30-year term of the previous IRB transactions, reduces total interest and repayment costs by retiring principal earlier and avoiding the higher yields on longer maturities. Additional detail on the proposed structuring for the transaction, and a comparison of statistics for the planned structure and 30-year level debt service structure, can be found in the attached workshop materials.

The size of the planned financing was increased from $100 million to $150 million to maximize BTE contributions to the eight bridge replacements in the I-270 Critical Bridges project and support CDOT with managing the timing of funding commitments in the fiscally constrained period of the 10-Year Plan. Originally, BTE planned to fund the replacement of six high priority poor-rated bridges and CDOT planned to fund the replacement of two lower priority fair-rated bridges in the project scope. To offset the impacts that increasing the BTE funding to I-270 has on the BTE portfolio, a funding swap is being proposed with other Region 1 10-Year Plan

[1] Preliminary and subject to change

projects that will replace high priority poor-rated bridges as outlined in Proposed Resolution #10: the 4th Budget Supplement of FY 2026-27 and the supporting materials. In addition to supporting CDOT managing the timing of funding commitments, this strategy has the additional benefits of allowing for a more efficient spenddown of BTE funds, allowing BTE to accelerate additional bridge projects into the fiscally constrained period, and streamlining project management and administration of the projects.

Staff has provided the Board with the Approving Resolution that will delegate the authority to staff for debt issuance within certain not to exceed parameters related to costs and financing term. The parameters include a maximum par amount of the Series 2026A Bonds not to exceed $150 million and a final maturity of no later than December 1, 2042, providing flexibility to account for potential changes in market conditions between the approval of this resolution and bond pricing. Board approval of the resolution also provides approval of the Bond Documents as well as approval to use and distribute the Preliminary Official Statement and grants the Enterprise Director or any member of the Enterprise Board the authority to determine the specific terms of the bonds and execute and deliver Bond Documents.

Pending approval of the resolution, the Preliminary Official Statement will be posted following this month's Board meeting, with pricing and closing on the Series 2026A Bonds anticipated on December 8 and December 17, 2026, respectively, allowing for the timely allocation of the funds needed for I-270 Critical Bridges construction draws in early Calendar Year 2027.

Next Steps

1. Staff will continue to work with the underwriting syndicate, its Municipal Advisor, and Bond Counsel to finalize all necessary financing documents and distribute the Preliminary Official Statement.
2. Staff will work with its Municipal Advisor to finalize the structuring of the Series 2026A Bonds ahead of pricing, including the evaluation of any bond insurance bids against the breakeven premium.



COLORADO
Department of Transportation

Statewide Bridge and Tunnel Enterprise Series 2026A Infrastructure Revenue Bond Transaction Summary

November 2026

Agenda

1. Key Financing Documents
2. Transaction Updates, Overview, and Structure
3. Other Considerations
4. Proposed Parameters
5. Next Steps for the Series 2026A IRBs



Key Financing Documents

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



NEW ISSUE — BOOK-ENTRY ONLY **RATINGS: See "RATINGS" herein**

In the opinion of Kutak Rock LLP, Bond Counsel to BTE, under existing laws, regulations, rulings and judicial decisions and assuming the accuracy of certain representations and continuing compliance with certain covenants, interest on the Series 2026A Bonds is excluded from gross income for federal income tax purposes, and is not a specific preference item for purposes of the federal alternative minimum tax on individuals. Interest on the Series 2026A Bonds may affect the federal alternative minimum tax imposed on certain corporations. Bond Counsel is further of the opinion that, under existing Colorado statutes, the Series 2026A Bonds and the transfer of and income from the Series 2026A Bonds is exempt from all taxation and assessments in the State of Colorado. See "TAX MATTERS" herein.

$[PAR]*
COLORADO BRIDGE AND TUNNEL ENTERPRISE
Senior Infrastructure Revenue Bonds
Series 2026A

Dated: Date of Delivery **Due: December 1, as shown on inside front cover**

The Colorado Bridge and Tunnel Enterprise Senior Infrastructure Revenue Bonds, Series 2026A (the "***Series 2026A Bonds***") are being issued by the Colorado Statewide Bridge and Tunnel Enterprise, formerly known as the Colorado Bridge Enterprise ("***BTE***"), a government-owned business within the Colorado Department of Transportation ("***CDOT***"), for the purposes of (a) paying the costs of certain [Designated Bridge Projects] throughout the State of Colorado (the "***State***"), and (b) paying the costs of issuing the Series 2026A Bonds. See "PLAN OF FINANCE." The Series 2026A Bonds are being issued pursuant to the Master Trust Indenture, dated as of April 16, 2024 (the "***Master Infrastructure Indenture***"), by and between BTE and Zions Bancorporation, National Association, as trustee (the "***Trustee***"), and a 2026A Supplemental Trust Indenture, to be dated as of December [•], 2026 (the "***2026A Supplemental Infrastructure Indenture***," and together with the Master Infrastructure Indenture and all supplements thereto, the "***Infrastructure Indenture***"), by and between BTE and the Trustee.

The Series 2026A Bonds are special, limited obligations of BTE payable solely from and secured by a pledge of and lien on the IRB Trust Estate, which consists of IRB Revenues and certain other amounts deposited in the Bridge Special Fund. A substantial part of the IRB Revenues will consist of: (a) the Bridge Surcharges imposed by BTE upon the registration of certain vehicles in the State that remain after the payment of debt service on the Series 2019A Bonds and the Series 2024B Bonds, the payment of amounts due under the Central 70 Note and the payment of debt service on any 2010 Indenture Refunding Bonds, (b) the BTE Impact Fees and (c) the BTE Retail Delivery Fees. The owners of the Series 2026A Bonds may not look to any other revenues or funds of BTE or to any revenues or funds of CDOT or the State for payment of the Series 2026A Bonds, and the Series 2026A Bonds shall not be deemed or construed as creating an indebtedness of CDOT or the State within the meaning of the State Constitution or laws of the State concerning or limiting the creation of indebtedness by the State, or a pledge of the taxing powers, faith, or credit of the State or any political subdivision of the State. BTE has no taxing powers. The Series 2026A Bonds will be issued with a pledge of and lien on the IRB Trust Estate on parity with the Series 2024A Bonds and the Series 2025A Bonds, which as of November 1, 2026, were outstanding in the aggregate principal amount of $368,750,000, and any additional IRB Senior Bonds issued in the future. See "SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2026A BONDS."

The Series 2026A Bonds will be issued as fully registered bonds in the name of Cede & Co., as registered owner and nominee of The Depository Trust Company ("***DTC***"), New York, New York. Individual purchases and sales of the Series 2026A Bonds may be made in book-entry-form only in denominations of $5,000 and integral multiplies thereof. Interest on the Series 2026A Bonds will be payable on June 1 and December 1, commencing on June 1, 2027. So long as the Series 2026A Bonds are held by DTC, the principal of and interest on the Series 2026A Bonds will be payable by wire transfer to DTC, which in turn will be required to remit such principal and interest to the DTC participants for subsequent disbursement to the beneficial owners of the Series 2026A Bonds, as more fully described herein. See "APPENDIX H—BOOK-ENTRY-ONLY SYSTEM."

Maturity Schedule on Inside Front Cover

The Series 2026A Bonds are subject to optional and mandatory sinking fund redemption prior to maturity. See "THE SERIES 2026A BONDS—Redemption of Series 2026A Bonds."

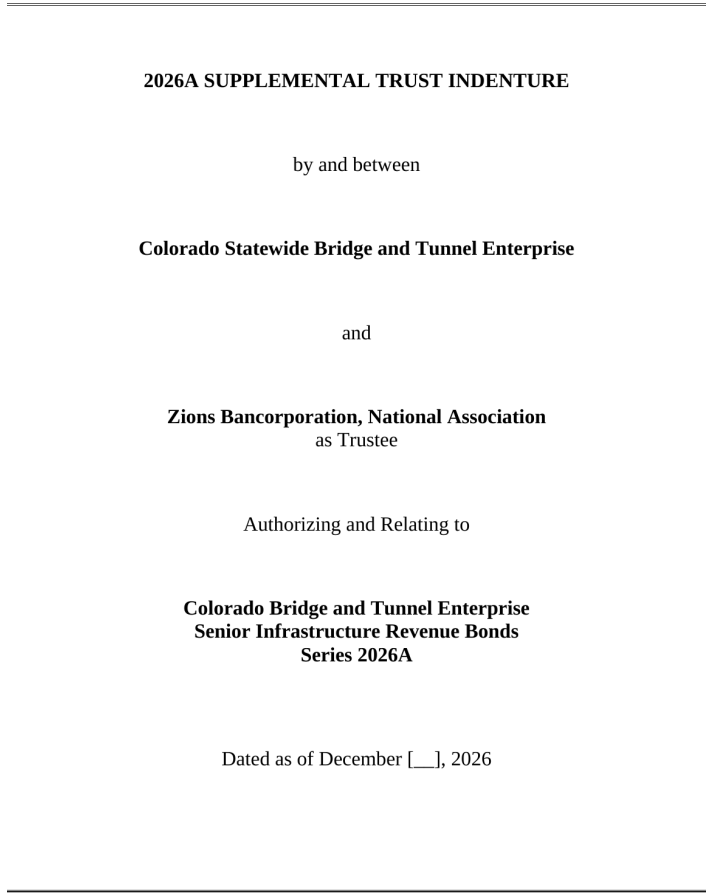
[BTE has applied for municipal bond insurance with respect to the Series 2026A Bonds. If municipal bond insurance is obtained, it would guarantee the scheduled payment of the principal of and interest on all or a portion of the Series 2026A Bonds. No assurance can be given as to whether BTE will purchase municipal bond insurance for any portion of the Series 2026A Bonds. See "INTRODUCTION—Bond Insurance Applied For" and "CERTAIN INVESTMENT CONSIDERATIONS—Considerations With Respect to Bond Insurance."]

The purchase and ownership of Series 2026A Bonds involve investment risk and may not be suitable for all investors. This cover page contains certain information for general reference only. It is not intended to be a summary of the security or terms of the Series 2026A Bonds. Investors are advised to read the entire Official Statement, including any portion hereof included by reference, to obtain information essential to the

* Preliminary; subject to change.
4938-4753-2247.1

Key Financing Documents

Supplemental Bond Indenture: Contract between BTE and the Trustee (Zions Bank) where certain revenues are pledged as repayment of the Bonds, establishing the trust estate (security for repayment). The Series 2026A Bonds will be issued under a Supplemental Indenture to the Master Infrastructure Indenture, on parity with the Series 2024A and Series 2025A Infrastructure Revenue Bonds.



2026A SUPPLEMENTAL TRUST INDENTURE

by and between

Colorado Statewide Bridge and Tunnel Enterprise

and

Zions Bancorporation, National Association
as Trustee

Authorizing and Relating to

Colorado Bridge and Tunnel Enterprise
Senior Infrastructure Revenue Bonds
Series 2026A

Dated as of December [__], 2026

Key Financing Documents

Bond Parameters Resolution: The formal authorization to issue the Bonds, adopted by the BTE Board of Directors. Gives authority to selected officials of BTE to execute any documents, such as the Bond Purchase Agreement.

The Parameters Resolution will be presented to the BTE Board at this month's Board meeting for approval.

Proposed Resolution #BE-26-

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

Transaction Updates

- The underwriting syndicate was selected in August 2026: BofA Securities (Senior Manager), Barclays (Co-Senior Manager), and Piper Sandler and RBC Capital Markets (Co-Managers).
- The Preliminary Official Statement, Supplemental Indenture, and Parameters Resolution are included in this month's TC/BTE Board packet.
- BTE is proceeding with a two-rating strategy using Moody's and S&P. BTE has applied for bond insurance and will determine whether to purchase a policy on the sale date.
- Subject to BTE Board approval of the Parameters Resolution, the Preliminary Official Statement will be posted following this month's Board meeting, with pricing and closing anticipated in December 2026.

Transaction Overview[1]

- The Series 2026A Bonds (IRB) are the third and final of three contemplated tranches of the Plan of Finance adopted in November 2023
- Completion of this transaction will allow BTE to meet all commitments to the CDOT 10-Year Plan and other planned BTE safety critical and asset management work
- BTE plans to issue bonds to generate a project fund of $150 million
- The issuance size and timing is based on construction funding needs for BTE's CY2027 construction projects, primarily the I-270 Critical Bridges Project
  - BTE's total estimated project commitment = $190 million
  - Project construction phase forecast to begin in Q1 CY2027

1 Preliminary; Subject to change.

Bridge "Swap" Strategy

- The planned financing was increased from $100 million to $150 million to maximize BTE contributions to the eight bridge replacements in the I-270 Critical Bridges project and support CDOT with managing the timing of funding commitments in the fiscally constrained period of the 10-Year Plan.
- To offset the impacts that increasing the BTE funding to I-270 has on the BTE portfolio, a funding swap is being proposed with other Region 1 10-Year Plan projects containing high priority bridge replacement scope:
  - BTE's funding to I-270 Critical Bridges increases by $50 million; CDOT's strategic fund commitment decreases by $50 million
  - BTE's funding to Speer/23rd Interchange decreases by $60 million; CDOT's strategic fund commitment increases by $60 million
- Additional benefits of this strategy:
  - Allows for more efficient spenddown of BTE funds
  - Allows BTE to accelerate additional bridge projects into the fiscally constrained period
  - Streamlines project management and administration

Transaction Structure[1]

- The transaction is structured to provide BTE with the additional capacity necessary to deliver its capital program and reduce the total repayment cost (vs a 30-year level debt service scenario) while still meeting the Enterprise's Additional Bonds Test (ABT)
  - 1.50x maximum annual debt service coverage based on a 12-month historical IRB revenue test
  - 3.49x forecast minimum coverage with the BTE Impact Fee and Retail Delivery Fee pledged
- Interest only payments through fiscal year 2029
- Accelerated, level debt service structure, with principal amortizing from fiscal year 2030 through fiscal year 2041 and a true interest cost of approximately 3.78%
  - The 12/1/2036 par call will provide BTE with the option to refinance this issuance in the future for savings and/or restructuring purposes

1 Preliminary; Subject to change.

Series 2026A Financing Statistics[1]

FYE June 30	Existing Senior Lien and C70 Debt Service	2024A and 2025A Debt Service	Series 2026A[1]	Total Aggregate
2027	58,902,914	19,364,488	3,152,217	81,419,618
2028	59,554,489	19,364,488	6,919,500	85,838,476
2029	60,343,897	19,364,488	6,919,500	86,627,885
2030	61,018,983	22,455,238	15,333,750	98,807,970
2031	61,302,217	22,169,988	15,336,125	98,808,330
2032	61,300,629	22,173,988	15,335,750	98,810,367
2033	61,302,002	22,169,988	15,331,625	98,803,614
2034	61,302,249	22,172,613	15,332,500	98,807,362
2035	61,302,417	22,171,363	15,332,000	98,805,779
2036	61,303,555	22,170,863	15,333,750	98,808,168
2037	61,301,846	22,170,613	15,336,250	98,808,709
2038	61,303,478	22,170,113	15,333,125	98,806,716
2039	61,304,645	22,168,063	15,332,875	98,805,583
2040	61,301,798	22,173,150	15,333,750	98,808,698
2041	61,301,394	22,169,981	15,334,000	98,805,375
2042	54,002,022	29,470,775		83,472,797
2043	54,004,777	29,470,119		83,474,896
2044	54,004,263	29,469,350		83,473,613
2045	54,003,338	29,471,550		83,474,888
2046	54,004,870	29,468,119		83,472,989
2047	54,006,857	29,465,900		83,472,757
2048	54,007,557	29,468,007		83,475,564
2049	54,005,483	29,466,944		83,472,427
2050	54,009,158	29,465,219		83,474,377
2051	53,719,736	29,752,044		83,471,780
2052	40,272,189	43,199,863		83,472,052
2053		44,248,581		44,248,581
2054		44,250,019		44,250,019
2055		44,249,938		44,249,938

Series 2026A

Use of Proceeds: Bond proceeds will fund I-270 Corridor Phase 1 improvements to critical bridges, as well as other designated bridge projects.
Amortization Structure: The Bonds are expected to have a 14-year term.
Optional Call Date: It is expected that the Bonds will be sold with a 12/1/2036 par call.

Financing Information

Project Fund: $150.0 million
Total Repayment: $201.0 million
Max Annual Debt Service: $15.3 million
Final Maturity: December 1, 2040

Underwriting Syndicate

Senior: BofA Securities
Co-Senior: Barclays
Co: Piper Sandler & RBC Capital Markets

1 Preliminary; subject to change. Numbers may not sum due to rounding

Bond Statistics Comparison[1]

14-Year Accelerated Structure

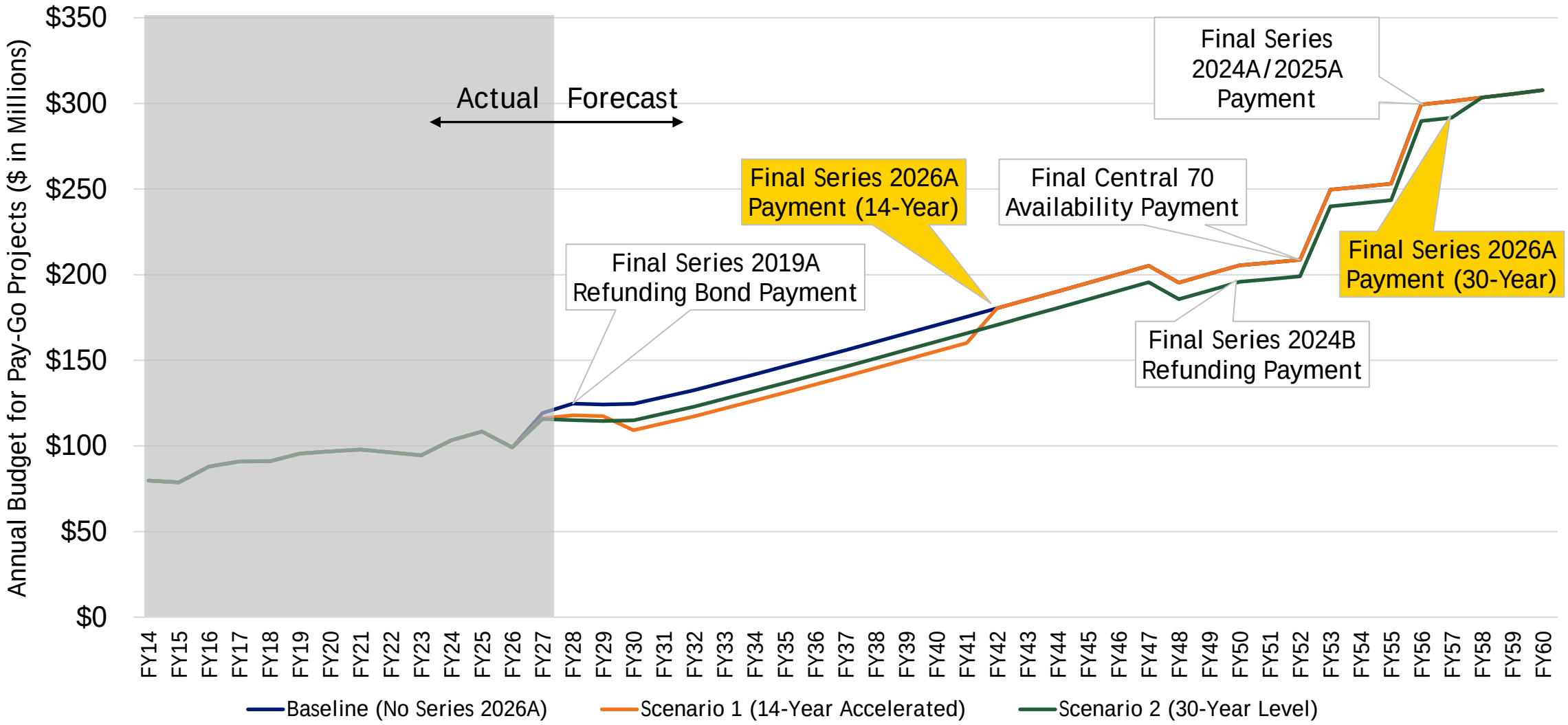
- Total Series 2026A Debt Service: $200,996,717
- Estimated True Interest Cost*: 3.78%
- Maximum Aggregate Annual Debt Service: $98,810,367
- Retires principal by FY41, saving approximately $92.1 million in total debt service and adding additional pay-go and bonding capacity beginning in FY42

30-Year Level Amortization Structure

- Total Series 2026A Debt Service: $293,056,333
- Estimated True Interest Cost*: 5.03%
- Maximum Aggregate Annual Debt Service: $93,130,367
- Approximately $5.7 million lower annual debt service from FY30 to FY41, but extends repayment to FY57 at higher long-term yields

1 Preliminary and subject to change; based on market conditions as of November 3, 2026

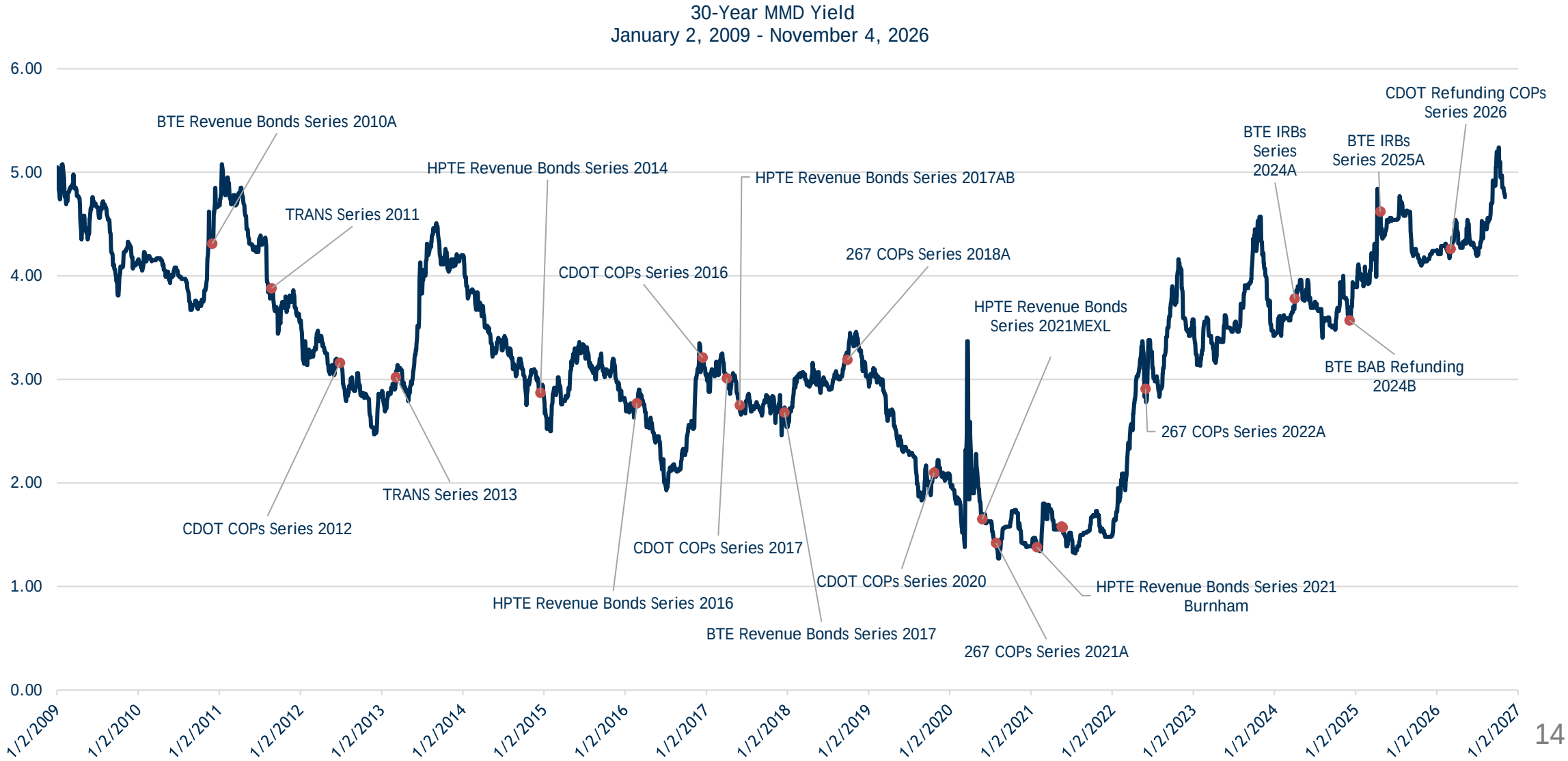
Forecast PAYGO Program Capacity



Other Considerations

- Bond insurance
  - With the IRB lien upgraded to Aa3 by Moody's and AA- by S&P, the benefit of insuring the Series 2026A Bonds is materially reduced relative to the prior two tranches
  - Staff will evaluate any insurance bids against the breakeven premium necessary to ensure lower debt service costs offset the cost of the policy
- Interest rates
  - The 30-Year AAA MMD was 4.76% as of November 4, 2026, down 3 basis points from the prior close

30-Year MMD with CDOT/CTIO/BTE Bond Sales



Proposed Parameters

- **Maximum Par Amount: $150,000,000**
  - A maximum par amount of $150 million provides sufficient capacity to achieve the targeted project funding needs.
- **Final Maturity: no later than December 1, 2042**
  - Allows for 2 additional years of flexibility to extend the bonds from the proposed debt service schedule

Next Steps for the Series 2026A IRBs

- The timeline below outlines the key steps that have been completed since August 2026, and general timing for the issuance. Events involving the Board have been bolded and underlined.

August	September	October	November*	December*	January*
• Underwriting syndicate selected • Working group distribution list and draft transaction timetable distributed	• **BTE Board Plan of Finance Workshop**	• Draft of POS and financing documents distributed • Working group kickoff call • Document review • Rating agency calls (Oct. 28)	• **Request BTE Board adoption of Series 2026A parameters resolution (Nov. 19)** • Due diligence call (Nov. 13) • POS posted (Nov. 20)	• Pricing • (Dec. 8) • Final official statement posted • (Dec. 15) • Closing • (Dec. 17)	• **Request BTE Board approval of budget supplement to fully fund I-270 Critical Bridges**

* Preliminary and subject to change

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Questions or comments?





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Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors
From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Date: November 19, 2026

Subject: Fourth Supplement to the Fiscal Year 2026-27 Bridge and Tunnel Enterprise Budget

Purpose

This month, the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve budget supplement requests from Region 3 for the SH 13 over Fortification Creek (B-07-S) Replacement project and the BTE Bridge Preventative Maintenance and Repair Program.

Action

Staff requests Board approval of Proposed Resolution #BTE3, the fourth supplement to the Fiscal Year 2026-27 BTE budget.

Background

Region 3: SH 13 over Fortification Creek Replacement Project (B-07-S)

Staff is requesting $4,798,190 to establish the construction phase for the replacement of the SH 13 over Fortification Creek Replacement project (B-07-S). This budget supplement will provide the funding needed to advertise this safety-critical structure replacement project. B-07-S is a four-barrel corrugated metal pipe (CMP) structure on SH 13 over Fortification Creek, originally constructed in 1982. The structure is located at mile point 100.632 in Moffat County, 10.8 miles north of Craig. Each pipe is 9.8 feet tall by 14.5 feet wide. The curb-to-curb width of the roadway cross section crossing the culvert is 38 feet. The current structure inspection report records the average annual daily traffic (AADT) for this portion of SH 13 as 1600 vehicles with truck traffic representing 20% of the traffic volume. The structure is located on the National Highway System and serves as a freight corridor and a designated hazardous materials route.

B-07-S has a condition rating of poor due to a culvert rating of 3 (serious) out of 9 on the National Bridge Inventory Rating Scale in the latest inspection (2025). The culvert has been rated poor since 2022. The primary factor driving the condition rating is the severe distortion of Pipe 1. The inspection report noted that, beginning five feet from the culvert

inlet, there is distortion of Pipe 1 with invert heaving up to 26 inches high for approximately 90 feet. The entire invert was sounded and sounded hollow throughout, meaning that piping has occurred and washed out the material below the pipe. Pipe 3 is also heaving up to 2-3 inches high beginning 33 feet from the inlet and Pipe 4 is heaving up to 8 inches for 18 feet near mid-span. These conditions indicate that the corrugated metal pipe is beyond repair and requires replacement to avoid further distortion and settlement of the roadway above the culvert. Some settlement has occurred at the roadway level and 2 "BUMP" signs are installed at each approach to alert incoming vehicles. Tire marks are visible across the driving lanes over the affected area, indicating repeated vehicle impact from the bumps.

Inspectors also noted the accumulation of sediment in the CMPs and significant debris accumulation at the outlet of Pipe 1 and at mid-span of Pipe 2. The debris accumulation in Pipe 2 is restricting water flow through the pipe and causing water to dam up. Due to the severity of these findings, the inspection frequency for the structure was increased to 12 months (as compared to the typical 24 months) to closely monitor the structure's condition. Due to its poor rating B-07-S is eligible for BTE replacement funds and is in the top tier of the Q1 FY2027 BTE Bridge Prioritization Plan.

SH 13 over Fortification Creek in Moffat County
(Old B-07-S) (New B-07-T) (SAP Project # 27813)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Construction	FASTER Bridge Funds	$0	$4,798,190	$4,798,190	$4,798,190
Total of Project Phases	**All Funding Sources**	**$0**	**$4,798,190**	**$4,798,190**	**$4,798,190**

SH 13 over Fortification Creek in Moffat County
(Old B-07-S) (New B-07-T) (SAP Project # 27813)
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2027 Forecast Expenditures	FY2028 Forecast Expenditures	Total Request Expenditures
Construction	FASTER Bridge Funds	$0	$383,855	$4,414,334	$4,798,190
Total of Project Phases	**All Funding Sources**	**$0**	**$383,855**	**$4,414,334**	**$4,798,190**

Regions 1, 2, 3, and 5: BTE Bridge Preventative Maintenance and Repair Program Design

Staff is requesting $9,385,256 to establish a program level design fund for projects in Regions 1, 2, 3, and 5 that are eligible for the new BTE Bridge Preventative Maintenance (BPM) and Repair Program. In November 2025, Staff presented the BTE Board with information regarding the ongoing development of the BTE BPM and Repair Program and the planned investment of $125 million in this program from FYs 2027-2033, including $50 million in the fiscally constrained period (FYs 2027-2030, collectively). Since this workshop, BTE has collaborated with CDOT maintenance and engineering staff to develop a list of prioritized bridges and associated projects that are eligible for funding through the program. This list includes bridges that are currently in fair condition and forecast to fall to poor condition over the next 20 years and bridges that are in poor condition that can be improved to fair condition for a minimum of 10 years with a relatively minimal level of investment (when compared to full bridge replacement). The eligible bridges and projects identified during the collaboration between BTE and CDOT are included in Attachment A.

If approved, the requested design funds will be budgeted to the identified projects as Region project delivery staff become available. The estimated construction costs for the bridges included in Attachment A total approximately $70 million, which exceed the planned $50 million BPM investment in FYs 2027-2030, however, approval of design funding for a larger pool of projects will provide Staff with the flexibility to accelerate projects if additional funding becomes available through project cost savings, actual revenue collections exceeding revenue forecasts, or other sources.

Regions 1, 2, 3, and 5: BTE Bridge Preventative Maintenance and Repair Program
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2027 Budget	Total Budget Request	Total Program Budget
Design	FASTER Bridge Funds	$0	$9,385,256	$9,385,256	$9,385,256
Total of Project Phases	**All Funding Sources**	**$0**	**$9,385,256**	**$9,385,256**	**$9,385,256**

Regions 1, 2, 3, and 5: BTE Bridge Preventative Maintenance and Repair Program
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2027 Forecast Expenditures	FY2028 Forecast Expenditures	FY2029 Forecast Expenditures	Total Request Expenditures
Design	FASTER Bridge Funds	$0	$1,173,157	$4,692,628	$3,519,471	$9,385,256
Total of Project Phases	**All Funding Sources**	**$0**	**$1,173,157**	**$4,692,628**	**$3,519,471**	**$9,385,256**

Region 4: Regionwide BTE Bridge Preservation Project

Staff is requesting $1,299,692 to establish the design phase for the R4 Regionwide BTE Bridge Preservation project. BTE and CDOT plan to use alternative project delivery to solicit contractor input for strategies to maximize the number of bridges treated by the project through efficient bundling based on factors such as geographic proximity, risk, and treatment type. Additionally, performing repeatable work in multiple locations is expected to result in increased production rates, reduced impacts on the traveling public, cost savings, and schedule efficiencies.

This budget supplement request is part of a planned incremental budgeting process for this project that will allow project development to begin in advance of the alternative delivery procurement process. The bridges included in Attachment B are all bridges within Region 4 that are eligible for the BTE Bridge Preventative Maintenance and Repair program. Ultimately, the project scope will be refined through the project delivery process to address as many of the bridges on this list as possible within a construction phase budget of $20 million.

Region 4: Regionwide BTE Bridge Preservation Project
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	FY2027 Budget	Total Budget Request	Total Project Budget
Design	FASTER Bridge Funds	$0	$1,472,823	$1,472,823	$1,472,823
Total of Project Phases	**All Funding Sources**	**$0**	**$1,472,823**	**$1,472,823**	**$1,472,823**

Region 4: Regionwide BTE Bridge Preservation Project
Budget Request by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Expenditures To-Date	FY2027 Forecast Expenditures	FY2028 Forecast Expenditures	FY2029 Forecast Expenditures	Total Request Expenditures
Design	FASTER Bridge Funds	$0	$103,098	$1,119,345	$250,380	$1,472,823
Total of Project Phases	**All Funding Sources**	**$0**	**$103,098**	**$1,119,345**	**$250,380**	**$1,472,823**

Available Funding

If the Board approves the requested budget supplement outlined above, the remaining FY 2026-27 BTE Capital Construction Program balance, across all funding sources, will be $109,484,579. The table below provides high-level transaction details for the BTE Capital Construction Program.

Bridge and Tunnel Enterprise Capital Construction Funding Balance, Fiscal Year 2027

Starting FY Budget Balance	$124,740,155
Year-to-Date Roll Forwards and Project Savings	$48,748,466
Approved Project Transactions (BOD, EMT, or Staff Authority per PD 703)	-$48,347,773
Pending Budget Supplements	-$15,656,269
Remaining Available Balance	$109,484,579

Next Steps

1. Approval of Proposed Resolution #BTE3 will provide the construction funding needed to advertise the SH13 over Fortification Creek Replacement project and the design funding needed to deliver the BTE bridge preventative maintenance program.

2. Staff will return to the Board with additional budget supplement requests as necessary.

Attachments:

1. Attachment A: Regions 1, 2, 3, and 5 Bridge Preventative Maintenance and Repair Program Bridge List
2. Attachment B: Region 4 Bridge Preventative Maintenance and Repair Program Bridge List

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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

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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

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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



COLORADO
Department of Transportation

Statewide Bridge and Tunnel Enterprise Budget Workshop

November 18, 2026



Bridge Replacement Program Budget Supplement Request

Region 3 Budget Supplement Request

Structure ID	Route/Crossing	Condition Rating	Total Budget Supplement Request	Project Phases Funded
B-07-S	SH 13 over Fortification Creek	Poor	$4,798,190	Construction

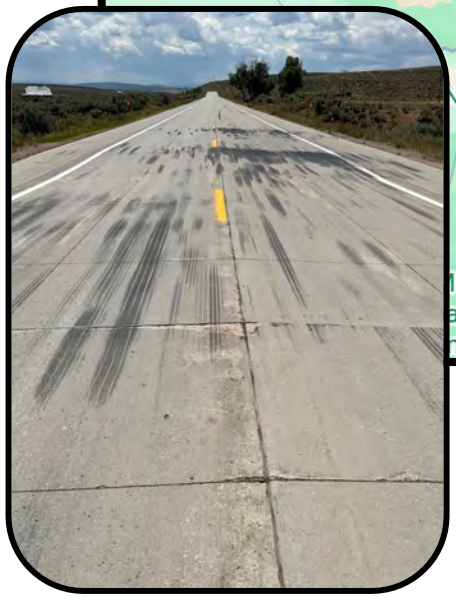
Project: SH 13 over Fortification Creek Replacement
Location: Moffat County
BTE Eligibility: Replacement funding eligible
BTE Prioritization Ranking: Top Tier



Culvert outlet



Pipe 1 invert distortion with debris and corrosion



Roadway settlement above B-07-S with visible tire marks on the pavement



BPM and Repair Program Budget Supplement Requests

Typical BPM Needs







BTE BPM Program

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

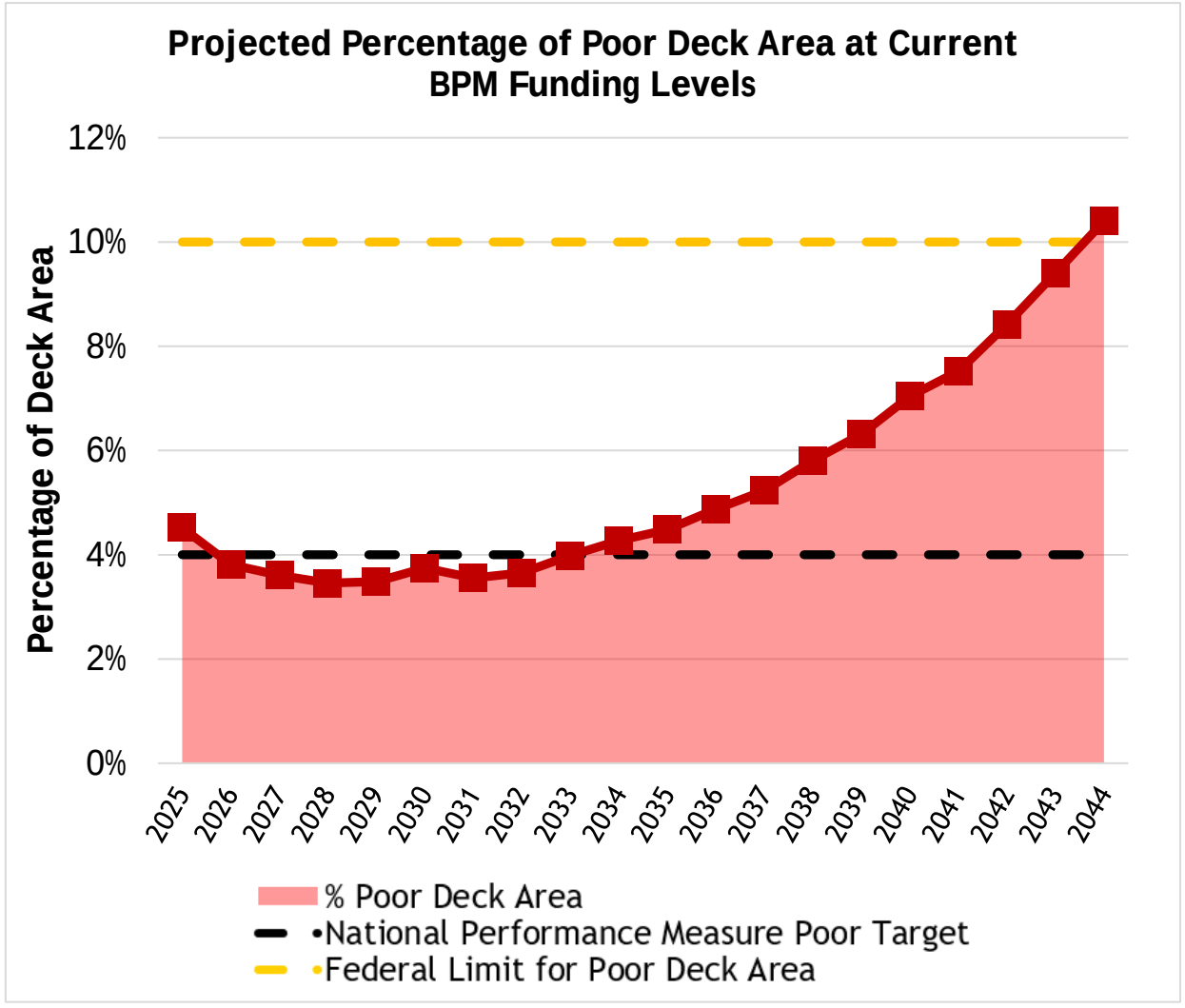
1) Stabilize the forecast percentage of statewide bridge deck area in Poor condition over a 20-year horizon, and
2) Meet the 4% established national performance measure target for Poor deck area

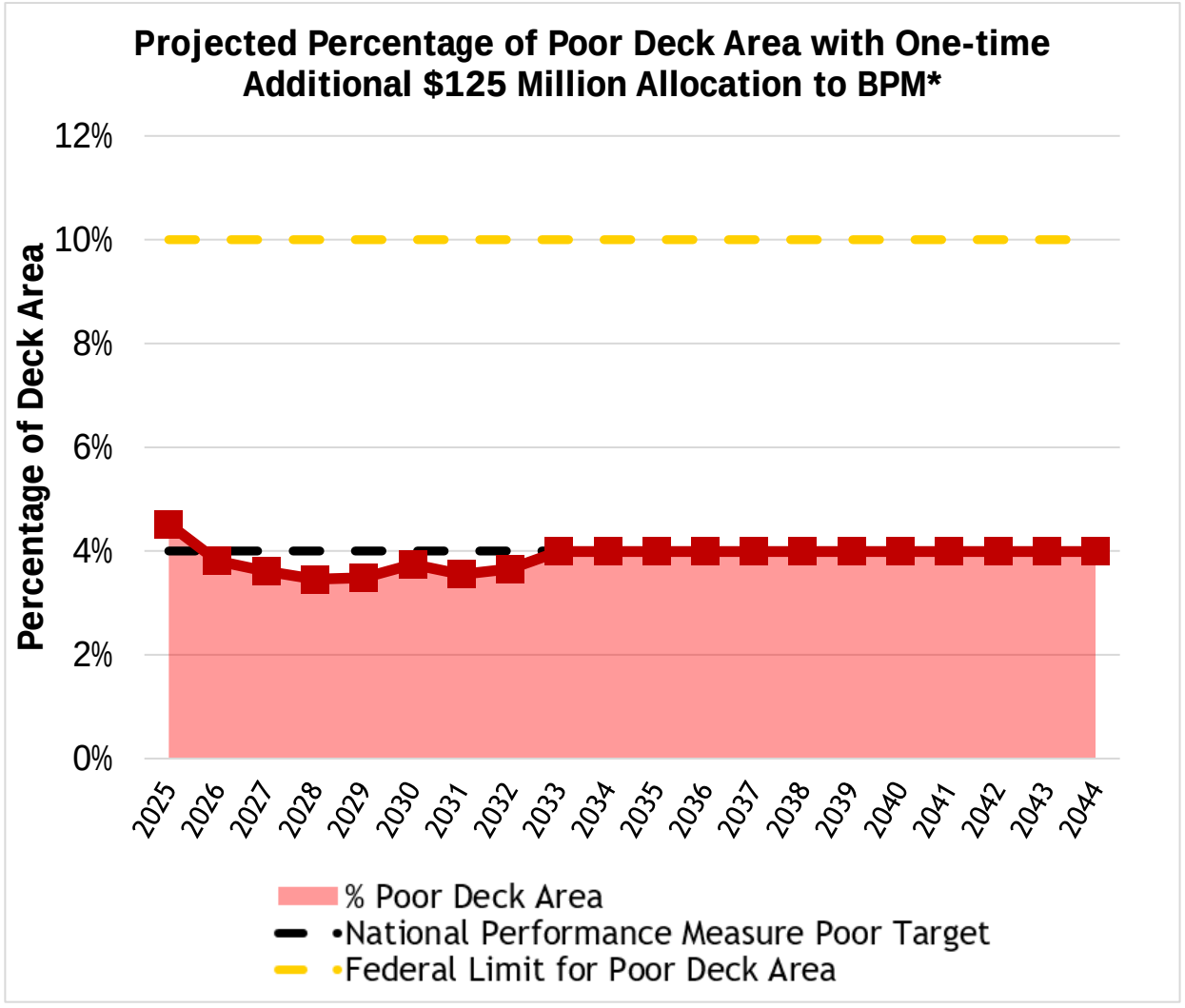
Strategy:

1) Target high-priority bridges in Fair condition (6 or 5) that are forecast to fall to Poor condition within the next 20 years based on current deterioration models, and
2) Bridges that are unlikely to be prioritized through the existing BPM prioritization or other processes

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

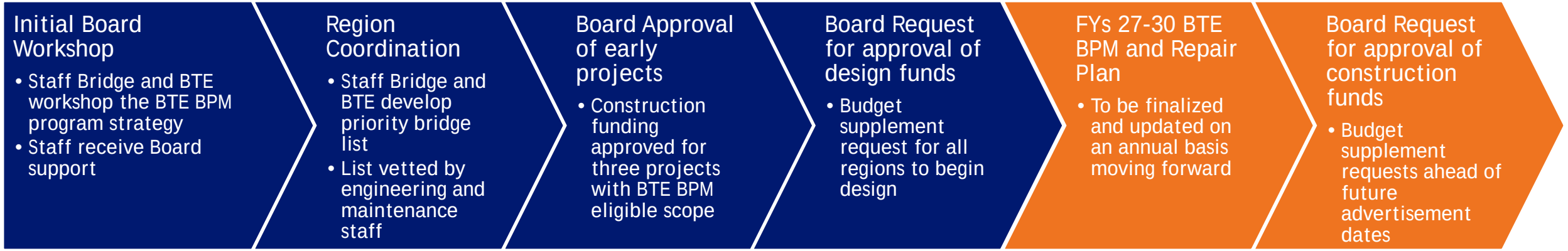
Forecast Results of $125M One-time BPM Investment





*Results subject to change

BTE BPM and Repair Program Timeline

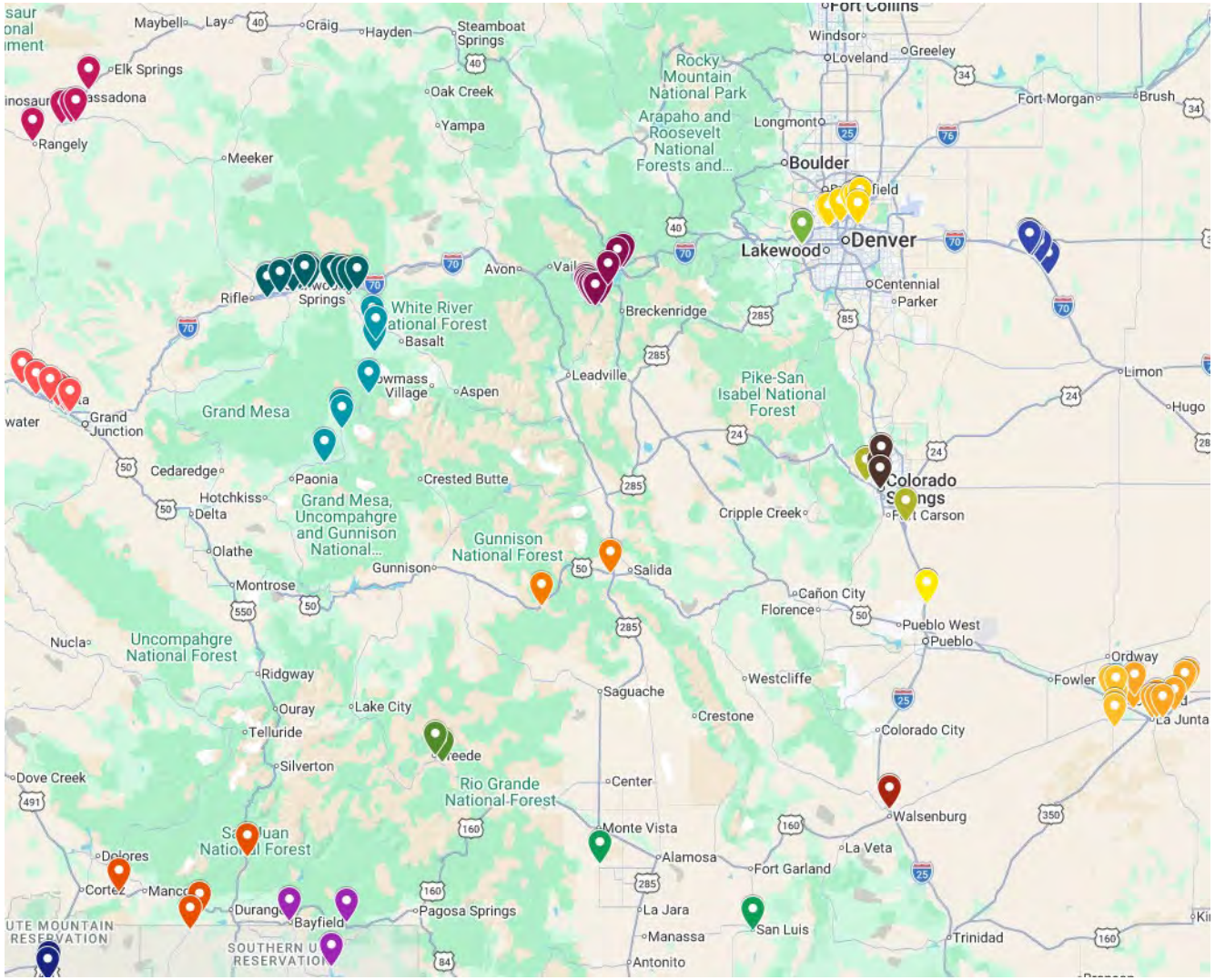


Q2 FY26 | **Q1 FY27** | **Q2 FY27** | **Q3 FY27** | **FYs 28-33**

Identified BTE BPM Projects – Regions 1, 2, 3, and 5

Region	Number of Bridges	Total Budget Supplement Request	Project Phases Funded
1, 2, 3, and 5	118	$9,385,256	Design

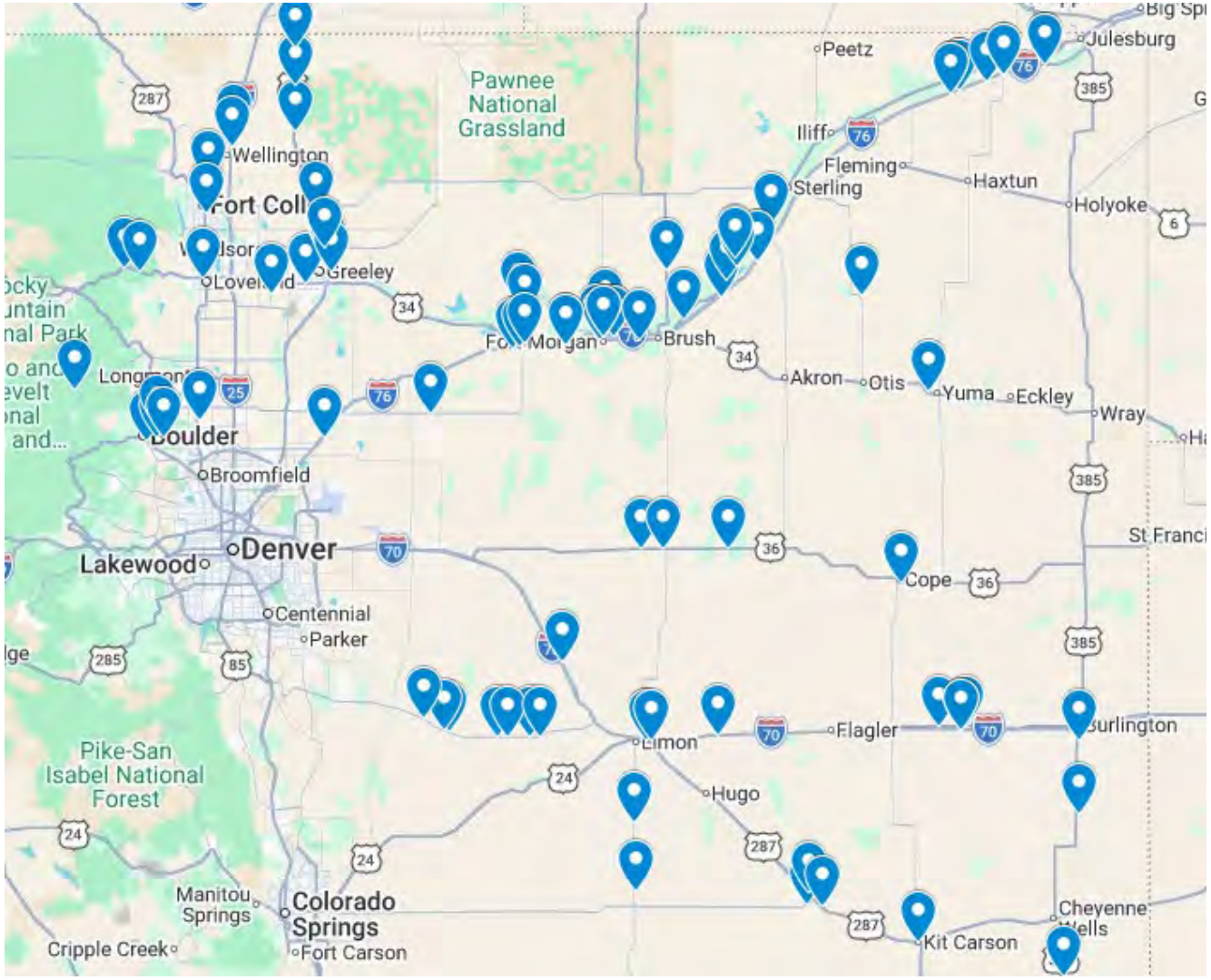
- Design-Bid-Build project delivery is anticipated for the BTE BPM projects shown.
- Approximately 1 million square feet of deck area will be treated. This is forecast to include:
  - 1,000,000 square feet of new waterproofing membrane and deck overlay, 345,000 square feet previously unprotected
  - 200,000 square feet of deck repairs
  - 4,400 linear feet of joint repairs



Identified BTE BPM Eligible Bridges – Region 4

Region	Number of Eligible Bridges	Total Budget Supplement Request	Project Phases Funded
4	92	$1,472,823	Design

- Alternative delivery is planned for the BTE BPM project in Region 4.
  - Project will treat a subset of the 92 eligible bridges
  - A final list of bridges to be treated will be determined during project development
- Use of alternative delivery will allow the Region to solicit contractor input for strategies to maximize the number of bridges treated through efficient bundling.
- Performing repeatable work is expected to result in increased production rates, reduced impacts on the traveling public, cost savings, and schedule efficiencies.



Next Steps

- Staff will present a budget supplement for approval at tomorrow's Board meeting.
  - Board approval of the BPM design budget supplement for Regions 1, 2, 3, and 5 will allow BTE staff to fund the design of identified projects as staff become available.
  - Board approval of the BPM design budget supplement for Region 4 will allow the project to initiate the design phase and formally select a project delivery method.
- Staff will return to the Board with budget supplement requests to authorize construction funding for these identified bridges ahead of future project advertisements.
  - $50 million minimum planned BTE BPM budget allocation for FYs 27-30
  - $90 million estimated total construction cost for all bridges included in the supplements for Regions 1, 2, 3 and 5, and the Region 4 alternative delivery project
  - Projects to be accelerated as budget resources allow

Questions or Comments?





COLORADO
Department of Transportation

Memorandum

To: Fuels Impact Enterprise Board of Directors

From: Darius Pakbaz, Director, Division of Transportation Development
Craig Hurst, DTD, Freight Mobility and Safety Manager

Date: November 19, 2026

Subject: State Directed Funding - Eastern Plains Projects

Purpose

This memorandum provides a summary of the staff recommended project funding opportunities in the City of Wray, Yuma County, and the Town of Limon, Lincoln County, Colorado.

Action

Informational only. Action will be taken at a future meeting.

Background

Pursuant to C.R.S. § 43-4-1505, funds remaining after the mandated $10 million local government distribution and enterprise administrative expenses may be directed by the Board toward state projects that mitigate the impacts of fuel transportation, support emergency response, or improve designated hazardous materials routes. Following an evaluation of state highway corridors heavily impacted by commercial fuel haulers, staff identified two high-priority candidate projects that meet these statutory criteria.

Staff recommends allocating up to $6.1 million for pavement reconstruction along US-34 and US-385 in the City of Wray, Yuma County, and up to $6.0 million for I-70 on- and off-ramp reconstruction in the Town of Limon, Lincoln County. The City of Wray project will reconstruct deteriorating pavement along a primary national freight route and designated hazardous materials corridor, improving long-term roadway resiliency and hazardous cargo transport safety. The Town of Limon project will reconstruct high-wear interchange ramps serving Limon's major commercial fueling and travel hub, directly supporting heavy commercial tanker volume and regional highway connectivity.

Both projects directly advance the Enterprise's statutory mission to maintain resilient fuel transportation infrastructure and mitigate the localized impacts of commercial fuel distribution across the state highway network. The total funding request across both projects is $12,1 million.

Next Steps

Action will be requested at a future FIE Board meeting.

Attachments

Attachment A - November Board Presentation



COLORADO
Department of Transportation

Fuels Impact Enterprise Workshop

Project Proposals for the Colorado's Eastern Plains

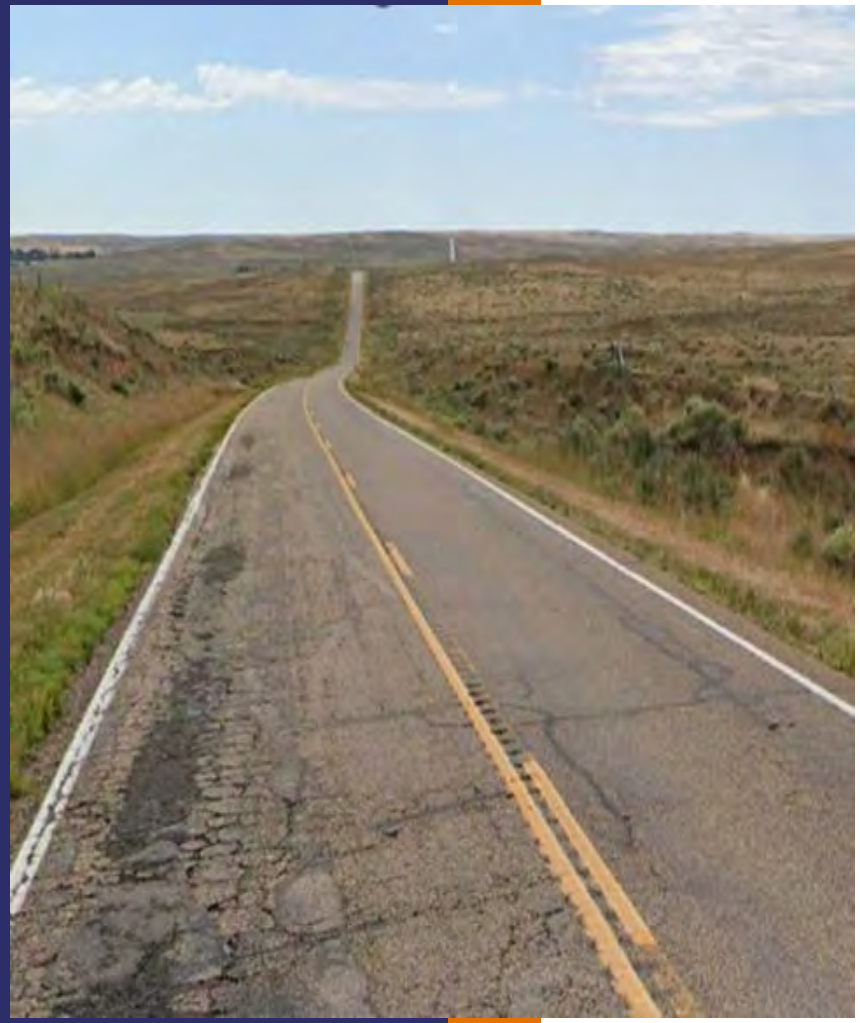
November 2026

Agenda and Presentation Overview

- The Board of Directors can allocate the portion of the Fuel Reduction Grant Program not allocated to the specific local governments or for administration of the Enterprise to projects that improve hazardous materials corridors, address emergency responses, and support the transportation of fuel across the state.
- The Board last allocated funds under its purview to projects such as:
  - Preventative Maintenance on Freight and Hazardous Material throughout the state.
  - I-70 Bridge Repairs Near Deer Trail.
  - I-70 Resurfacing from Horizon Drive to Palisade in Grand Junction
- Today's presentation focuses on two specific proposals for Board Consideration to improve asset conditions on designated hazardous material routes in Eastern Colorado.

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Board Directed State Project Proposal #1 - US 34 & US 385 in the City of Wray

Description: US 385 is a rural north/south corridor in eastern Colorado serving as a crucial freight route spanning the entire state. Portions of the highway pavement are in very poor condition, and maintenance activities have increased in recent years to try and maintain a safe and rideable surface. The highway is used heavily by trucks and agricultural equipment, and many sections of the highway have not been worked on in almost 30 years. This project is currently funded to address a failing retaining wall, reconstruct US-34 from MP 249.8-250.3, improve drainage systems, overlay US-34 from Wray to the state line (MP 250.3-259.5) and mill & fill US-385 from MP 242.8-243.4. Region 4 is requesting FIE funds to address additional failing pavement, south of Wray, on US 385 from MP 222-236. It is estimated that 5 miles of this failing section could be addressed with the requested FIE funds.

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Board Directed State Project Proposal #1 - US 34 & US 385 in the City of Wray

Total Project Cost: $22,670,727

Project Significance: The project will improve pavement along a key national freight and hazardous materials corridor supporting fuel transport operations in Yuma County. These improvements align with the enterprise's mission and purpose to enhance fuel-related transportation infrastructure and mitigate impacts from fuel distribution.

Project Funding Request from FIE: $6,100,000

Anticipated Construction Start Date: Spring 2027

CDOT 10-Year Plan Project #3319



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Board Directed State Project Proposal #2: US Interstate-70 (I-70) Limon On/Off Ramps

Description: Full concrete reconstruction of seven I-70 On/Off ramps through Limon between MP 359 and 363.

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Board Directed State Project Proposal #2: US Interstate-70 (I-70) Limon On/Off Ramps

Total Project Cost: $6,000,000

Project Significance: I-70 is a critical freight route receiving significant truck traffic, and Limon is a major hub where commercial trucks use these on/off ramps to refuel and access other highways. Currently, the drivability of these ramps is poor. Because ramps are not measured as part of the mainline interstate, their poor condition is not flagged on the federally poor scale and they are not included in any asset treatment plans. There are no future mainline projects planned for this stretch of I-70 that would allow us to address these ramps.

Project Funding Request from FIE: $6,000,000

Anticipated Construction Start Date: April 2028



Next Steps and Questions

- Adoption of draft FY 2027-28 budget at the November 2026 Fuels Impact Enterprise Board of Directors meeting.
- Adoption of Board Directed FIE Project Proposal #1 and #2 (December 2026).
- Approval of final FY 2027-28 Budget in spring 2027.

COLORADO
Department of Transportation
Office of the Chief Engineer
2829 W. Howard Place, 2nd Floor, ROW
Denver, CO 80204

Memorandum

To: Transportation Commission

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

Date: November 9, 2026

Subject: Report pursuant to Colorado Revised Statutes, §43-1-208 regarding project number C R100-364, I-270, York Street to Vasquez Blvd, 24527, seeking approval to initiate and conduct condemnation proceedings

Background

This written report to the Transportation Commission is pursuant to Colorado Revised Statutes ("C.R.S."), Section 43-1-208(1). On 3/17/2026, the Right of Way Plans, I-270, York St to Vasquez Blvd, were authorized, which allowed CDOT to acquire land necessary for the project by purchase, exchange, or negotiations with the landowner listed below.

The project C R100-364, York Street to Vasquez Blvd, is the early ROW acquisition package that will allow the Contractor to construct I-270 Critical Bridges Construction. The project will consist of placing embankment on the north side of I-270 to mitigate landfill settlement prior to the bridge reconstruction package being built in 2027 and will improve the safety of the corridor for the traveling public.

Overview of Property Previously Approved for Negotiation

1. Location: I-270, York Street to Vasquez Blvd
Landowner's Name: Harold R. Lammers Jr.
Current Size of Property: 71,279 sq/ft
Proposed Size of Acquisition: 71,279 sq/ft
Purpose of Parcels Necessary for Project: Total acquisition needed for a water quality pond

Property Value, Damages and Benefits:
CDOT Appraisal and basis of FMV: prepared by Ryan Patrick Cronin, MAI $428,000.00
Landowner Appraisal: N/A

Date of Initial Offer: N/A

Summary of Negotiations: A Notice of Intent (NOI) was sent via Certified Mail, return receipt requested, on March 30, 2026; however, no return receipt or other confirmation of delivery was

received. A second NOI was mailed on May 8, 2026. No response or contact was received from the property owner following either mailing.

Subsequent research conducted by the Region revealed that Lammers passed away on April 27, 2000. Updated title work was obtained and did not identify any new ownership interests or successors in title. In addition, the Adams County Treasurer provided a Statement of Taxes Due, along with the name and address of the current holder of the tax lien encumbering the property. An appraisal of the property was completed by Ryan Cronin, establishing a fair market value of $428,000.

The Region has conducted extensive due diligence to identify and locate any current owner, heir, successor, or other person with a legal interest in the property. Despite these efforts, no individual or entity with a demonstrable ownership interest or authority to negotiate on behalf of the property has been identified.

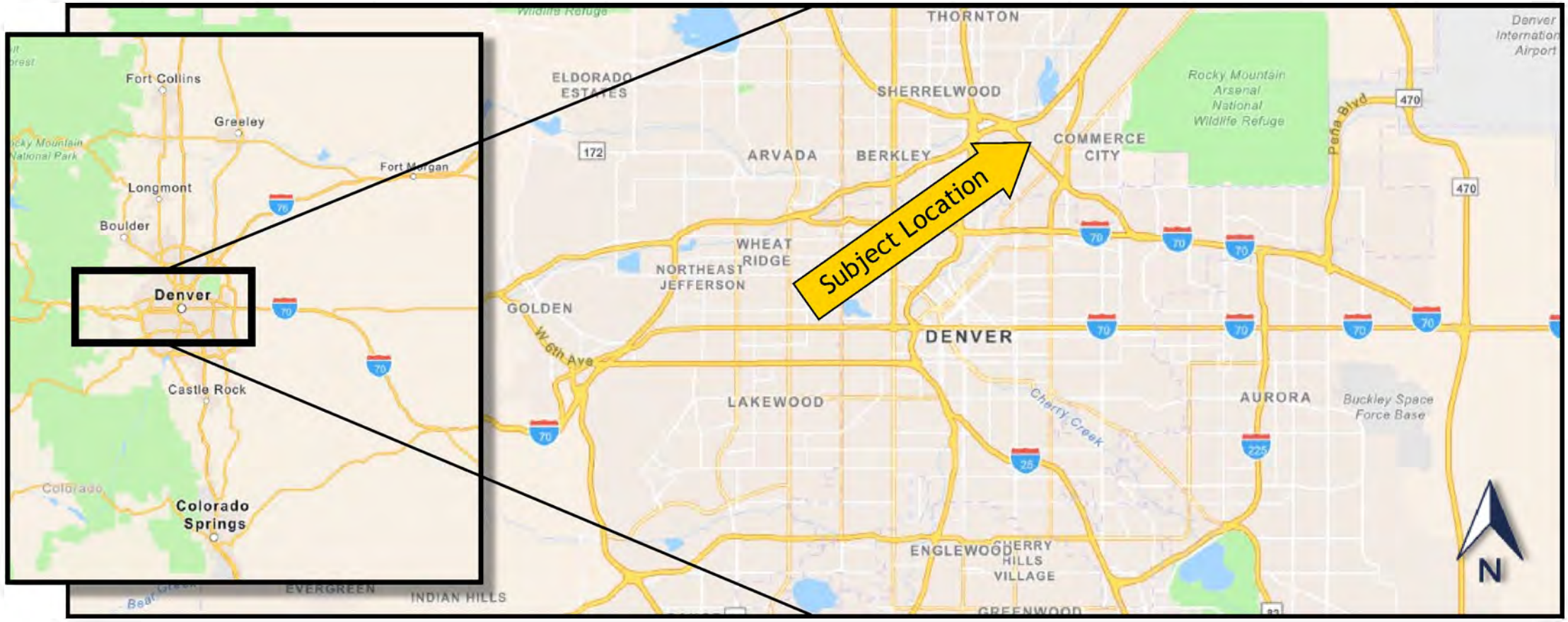
Additionally, the property is subject to a tax lien that has been sold to a private individual. Because the property is required for the project, and because there is no known living owner, heir, successor, or other party with authority to negotiate the acquisition, CDOT is unable to proceed through the normal negotiation process.

Accordingly, CDOT requests authorization to proceed with condemnation of the property interests necessary for the project.

Attachments
Proposed Resolution
Right-of-Way Plans
Legal Descriptions
Contact Summary

Condemnation Authorization
I-270 Critical Bridges

District: 4 Region: 1 Project: C R100-364 Project Code: 24527



Owners: Harold R. Lammers Jr.

Project Purpose: Improve traffic flow and safety for the traveling public

Condemnation Authorization
I-270 Critical Bridges



Location of subject parcel

Condemnation Authorization
I-270 Critical Bridges



Detail of subject parcel

Condemnation Authorization
I-270 Critical Bridges



Detail of subject parcel, facing west

Condemnation Authorization
I-270 Critical Bridges



Detail of subject parcel, facing east

Condemnation Authorization
I-270 Critical Bridges



Detail of subject parcel, facing north

Condemnation Authorization
I-270 Critical Bridges

OFFERS	DATE	AMOUNT
Notice of Interest to Acquire	May 8, 2026	N/A
Valuation (Appraisal)	July 27, 2026	$428,000
CDOT Initial Offer	N/A*	$428,000

- *No offers made; owner passed away in 2000, no heirs found.
- There has been a tax lien on the property since 2020.
- AP-20 is 71,279 sq/ft of vacant land to be used as a water quality pond.

Post-Amerco Real Property Condemnation Authorization Requests
November 19, 2026 Transportation Commission Meeting

Region 1 - Condemnation Authorization Request

TC District	Project Name	Project #	Project Code	Parcel #	Parcel Size	Property Owner(s)	Valuation Amount	Appraisal (A) or Waiver Valuation (WV)	Date of Valuation	Owner's Current Counter-Offer
4 to Vasquez Blvd. C R100-364	I-270, York Street		24527	AP-20	71,279 sq/ft	Harold R. Lammers Jr. $	428,000.00	A	8/20/2026	N/A

Colorado Deportment of Tronsportotion
4670 Holly St.
Denver, CD 80216
Phone: 303-398-6728
Fax: 303-398-6781
Region i JAD

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COLORADO LICEN 60
PATRICK BUFFIN
YOR
a0.9
X3o2 277260:
CuvA /ANSA
"N9M4IL ANOZS

Right of Way Plons
Tobulotion of Properties
Project Number: C RI00-364 (Phose 0)
Project Location: 1-270, York St. to Vosquez Blvd.
Sec. 1 ond 12 T3S, R68W / Scc. 7 T3S, R67W / 6th P.M.

Project Code:	I Lost Mod.Date I	Subset	I Sheet No.
24527	I 01/09/26	I 2.01 to 2.03 I 2.01	

R.O.W. TABULATION OF PROPERTIES IN ADAMS COUNTY INTERSTATE HWY. 270

Parcel No.	Ownership Name and Mailing Address	Site Address	Location	Area In Square Feet (Acres) Area Of Parcel	Existing ROW	Net Area	Remainder Left	Remainder Right	Book and Page No. And/Or Reception No.	Title Commitment No.	Purpose Of Parcel
			S 1/2 SW 1/4 Sec. 1, T3S. R68W								
AP-20	HAROLD R LAMMERS JR									58272	for access construction, operation, use. and maintenance
	14831 CHAMBERS RD	6612 YORK ST		71,279			0			1/9/2026	of public transit facilities, roadway, sidewalks, ramp
	BRIGHTON CO 80601-6739	COMMERCE CITY CO 80022		(1.636)							facilities, curb and gutter, traffic signals utilities structures.
											grading, drainage, and associated appurtenances
TE-21	PUBLIC SERVICE COMPANY	vacant land	Note: These parcels to be acquired at a later phase of this project and are not shown on the plan sheets of this Phase 0 plan set.								
	OF COLORADO	near 1-270 & S. Platte River									
	PO BOX 1979										
	DENVER CO 80201-1979										
TE-21A	(same as above)	(same as above)									
TE-22	ADAMS COUNTY	vacant land									
	4430 S ADAMS COUNTY PKWY.	1-270 & S Platte River									
	BRIGHTON. CO 80601-8222										
TE-22A	(same as above)	(same as above)									
	A T AND W INC.,										
AP-TE-23	A COLORADO CORPORATION	vacant land		43.549					BOOK 4272		for access to and construction of roadway, drainage.
	5370 MAGNOLIA ST			(1 000)					PAGE 373		- and transportauan facilities
	COMMERCE CITY CO 80022-4308										
TE-24	CITY OF COMMERCE CITY	vacant land	Note: This parcel to be acquired at a later phase of this project and is not shown on the plan sheets of this Phase 0 plan set.								
	7887 E 60TH AVE										
	COMMERCE CITY CO 80022-4199										
AP-26	JUSTIN D CHRISTENSON	vacant land	SE 1/4 Sec. 1, T3S, R68W	5.658	256.194		250.536			58311	for access, construction,operation, use. and maintenance
	AKA JUSTIN D SHIRLEY. AS TO			(0.130)	(5.881)		(5.751)			1/9/2026	of public transit facilities, roadway, sidewalks, ramp
	AN UNDIVIDED THREE-FOURTHS INTEREST										facilities, curb and gutter, traffic signals, utilities . structures.
	AND BEN KLEIN. AS TO										grading, drainage, and associated appurtenances
	AN UNDIVIDED ONE-FOURTH INTEREST										
	3775 CH MAYO ROAD										
	LITTLETON CO 80123										
											for access, construction, maintenance, and use of
AP-PE-26	(same as above)	(same as above)		5.900						(same as above)	transportation, utility, drainage facilities, and
				(0.135)							assoc rated appurtenances
AP-TE-26	(same as above)	(same as above)		6.143						(same as above)	for access to and construction of roadway, drainage.
				(0.141)							utility, and transportation facilities

Colorado Department of Transportation

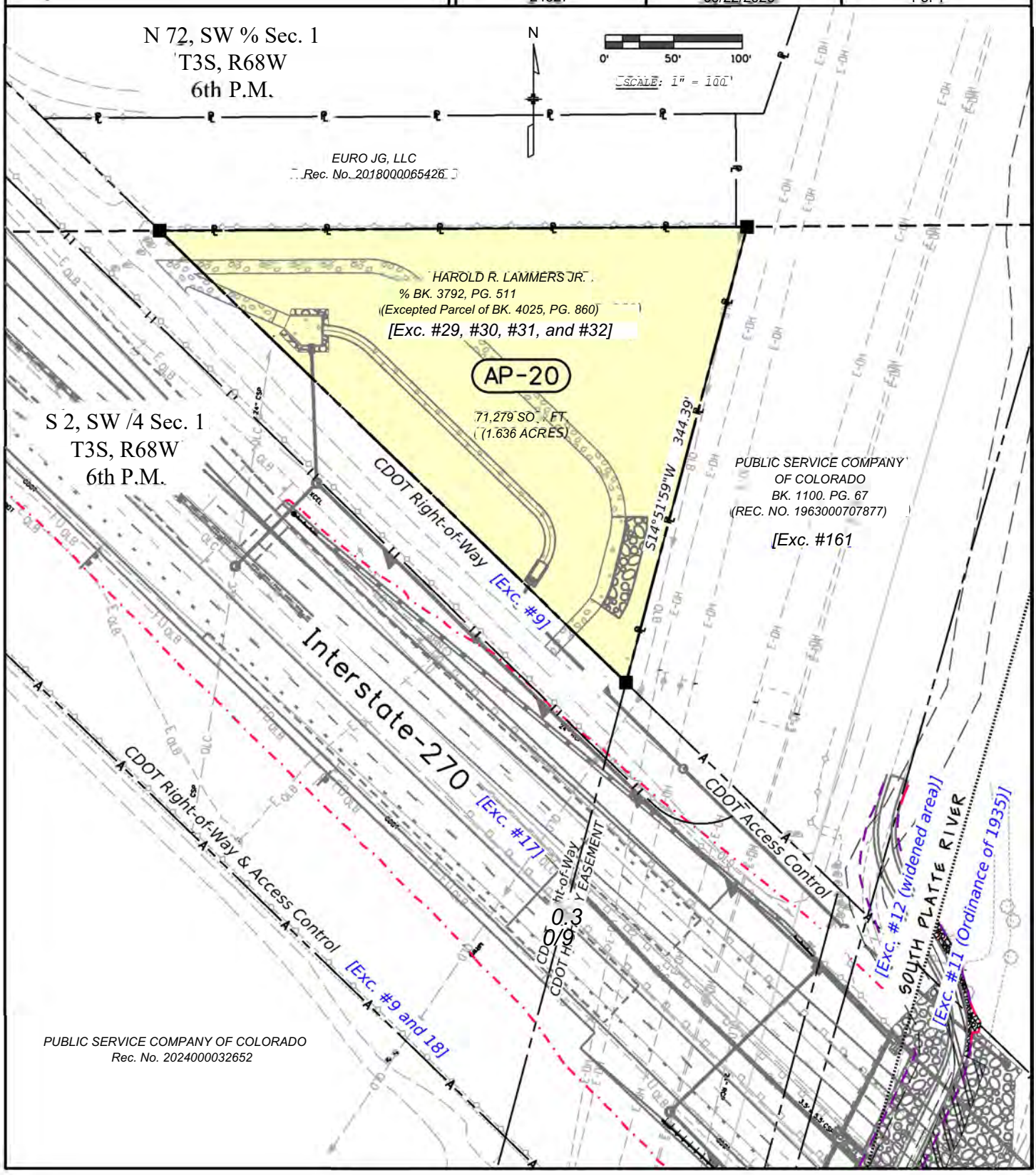
4670 Holly St.
Denver, CO 80216
Phone: 303-398-6728
Fax: 303-398-6781

Region 1 JAD

ENCUMBRANCE EXHIBIT
PARCEL: AP-20

Project Number: C R100-364 (Phase 0)
Project Location: I-270, York St. to Vasquez Blvd.

Project Code:	Lost Mod. Dote	Sheet No.
24527	09/22/2026	1 of 1



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4670 Holly St.
Denver, CO 80216
Phone: 303-398-6728
Fax: 303-398-6781
Region 1 JAD

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COLORADO LICENSED
PROFESSIONAL LAND SURVEYOR
JERALD PATRICK BUFFINGTON
38365
02/27/26

Right of Way Plans
Plan Sheet

Project Number: C R100-364 (Phase 0)			
Project Location: I-270, York St. to Vasquez Blvd.			
Sec. 1 and 12 T3S, R68W / Sec. 7 T3S, R67W / 6th P.M.			
Project Code:	Last Mod. Date	Subset	Sheet No.
24527	01/09/26	7.01 to 7.16	7.02

N

0' 50' 100'

SCALE: 1" = 100'

1002

METRO WATER RECOVERY
Rec. No. 2020000081927
Rec. No. 2021000095905

METRO WATER RECOVERY
Rec. No. 2018000085135
Rec. No. 2021000095905

METRO WATER RECOVERY
Rec. No. 2011000081069
Rec. No. 2021000095905

METRO WATER RECOVERY
Rec. No. 2010000057307
Rec. No. 2021000095905

METRO WATER RECOVERY
Rec. No. 2013000105883
Rec. No. 2021000095905

METRO WATER RECOVERY
Rec. No. 2024000026714

METRO WATER RECOVERY
Rec. No. 2024000052691

CDOT Right-of-Way & Access Control Project No. 1270-6(2)290

500-year flood line

100-year flood line

100-year flood line

100-year flood line

N ½, SW ¼ Sec. 1
T3S, R68W
6th P.M.

Interstate-270

S45°55'31"E 1,061.45'

S45°55'31"E 1,150.52'
(Pt 1003 to Pt 2001)

300'

300

PP

WELBY RESERVOIR SUBDIVISION
Rec. No. 2013000069347

LOT 1

CITY AND COUNTY OF DENVER ACTING BY AND
THROUGH ITS BOARD OF WATER COMMISSIONERS
Rec. No. 2015000102340

CDOT Right-of-Way Project No. 1270-6(2)290

2100+00

2101+00

2102+00

2103+00

EURO JG, LLC
Rec. No. 2018000065426

HAROLD R. LAMMERS JR.
BK. 3792, PG. 511

AP-20

N89°36'11"E 1,096.52' (Pt 302 to Pt 1004) [see Note #1, Sheets 1.02-1.04]

1004

SIXTEENTH SECTION LINE
N89°36'11"E 428.23' [see Note #1, Sheets 1.02-1.04]

2001

S ½, SW ¼ Sec. 1
T3S, R68W, 6th P.M.

METROPOLITAN DENVER SEWAGE DISPOSAL DIST. NO. 1
BK. 1960, PG. 5

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Colorado Department of Transportation
4670 Holly St.
Denver, CO 80216
Phone: 303-398-6728
Fax: 303-398-6781
Region 1 JAD

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Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
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COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
JERALD PATRICK BUFFINGTON
38365
02/27/26

Right of Way Plans
Plan Sheet

Project Number: C R100-364 (Phase 0)
Project Location: I-270, York St. to Vasquez Blvd.
Sec. 1 and 12 T3S, R68W / Sec. 7 T3S, R67W / 6th P.M.

Project Code:	Last Mod. Date	Subset	Sheet No.
24527	01/09/26	7.01 to 7.18	7.03

N ½, SW ¼ Sec. 1, T3S, R68W, 6th P.M.
SIXTEENTH SECTION LINE
N89°36'11"E 428.23' [see Note #1, Sheets 1.02-1.04]
EURO JG, LLC
Rec. No. 2018000065426
N89°36'11"E 1,126.24' (Pt 2001 to Pt 7011)
[see Note #1, Sheets 1.02-1.04]
N89°36'11"E 429.08'
HAROLD R. LAMMERS JR.
BK. 3792, PG. 511
(Excepted Parcel of BK. 4025, PG. 860)
AP-20
71,279 SQ. FT.
(1.636 ACRES)
Begin ROW Project
Station: 1102+14
M.P.: 0.71
Begin Const Project
Station: 1102+27
M.P.: 0.71
N45°55'31"W 474.25'
S14°51'59"W 344.39'
PUBLIC SERVICE COMPANY OF COLORADO
BK. 1100, PG. 67
50' Additional ROW S. Platte River
ADAMS COUNTY
BK. 239, PG. 306
SOUTH PLATTE RIVER
SCALE: 1" = 100'
Interstate-270
25' ADAMS
CO. TRAIL
BK. 3114,
PG. 467
ADAMS COUNTY
BK. 239, PG. 165
200' Channel
S. Platte River
Denver Ordinance 14,
Series 1935
BK. 226, PG. 456
100' Additional
ROW S. Platte River
ADAMS COUNTY
BK. 239, PG. 237
METROPOLITAN DENVER SEWAGE
DISPOSAL DIST. NO. 1
BK. 1960, PG. 5
P.O.B.
AP-20
Bears S66°44'12"W
855.01' from
P.O.C. (Pt 7011)
S45°55'31"E 1181.49'
(Pt 1004 to Pt 1006)
CDOT Right-of-Way
Project No. 1270-6(2)290
CDOT HIGHWAY EASEMENT
CDOT Right-of-Way
100-year flood line
500-year flood line
[see Note #2, Sheets 1.02-1.04]
S ½, SW ¼ Sec. 1
T3S, R68W
6th P.M.
PUBLIC SERVICE COMPANY OF COLORADO
Rec. No. 2024000032652
P.O.B. TE-21A / TE-22A
Bears S40°16'49"W
1,091.39' from
P.O.C. (Pt 7011)
P.O.B.
AP-TE-23
Bears S22°25'26"W
848.89' from
P.O.C. (Pt 7011)
S15°57'34"W 113.49'
A T AND W INC.
BK. 4272, PG. 373
PUBLIC SERVICE COMPANY OF COLORADO
BK. 1100, PG. 67
SHADED AREAS ON THIS SHEET = EXISTING I-270 EASEMENT per BK. 1494, PG. 342 (PARCEL NO. 2)
AP-TE-23 A T AND W INC. A COLORADO CORPORATION BK. 4272, PG. 373

1004 2001 2002 2000 1005 1006 1007 5003 205
100+00 1101+00 1102+00 1103+00 1104+00 1105+00 1106+00 1108+00 1109+00
2104+00 2105+00 2106+00 2107+00 2108+00 2109+00 2110+00 2112+00 2113+00 2114+00

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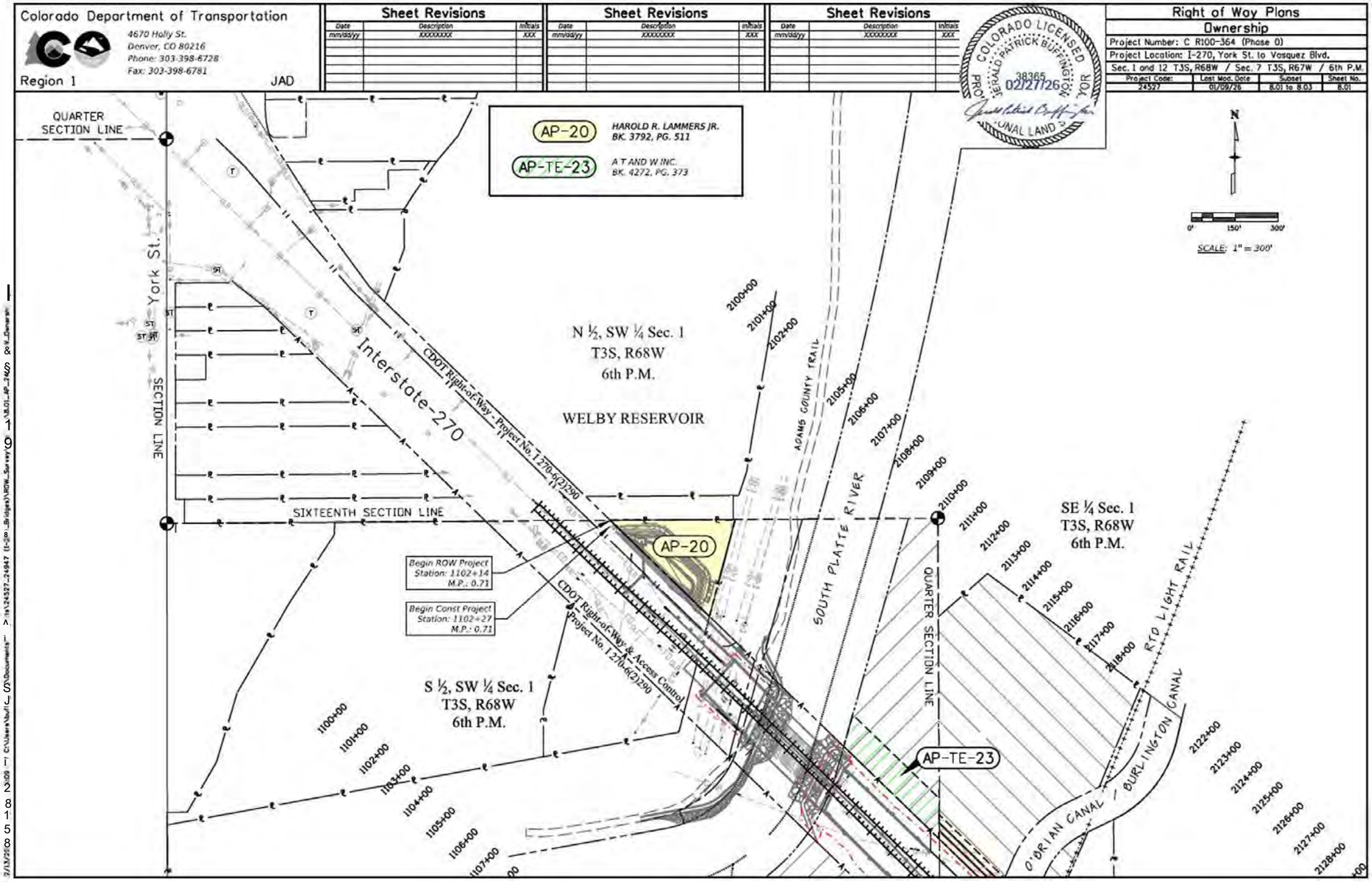

Colorado Department of Transportation
4670 Holly St.
Denver, CO 80216
Phone: 303-398-6728
Fax: 303-398-6781
Region 1
JAD
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COLORADO LICENSED
JERALD PATRICK BUFFINGTON
38365
02/27/26
PROFESSIONAL LAND SURVEYOR
Right of Way Plans
Ownership
Project Number: C R100-364 (Phase 0)
Project Location: I-270, York St. to Vasquez Blvd.
Sec. 1 and 12 T3S, R68W / Sec. 7 T3S, R67W / 6th P.M.
Project Code: 24527
Last Mod. Date: 01/09/26
Subset: 8.01 to 8.03
Sheet No.: 8.01
AP-20
HAROLD R. LAMMERS JR.
BK. 3792, PG. 511
AP-TE-23
A T AND W INC.
BK. 4272, PG. 373
N
0'
150'
300'
SCALE: 1" = 300'
QUARTER SECTION LINE
York St.
SECTION LINE
Interstate-270
CDOT Right-of-Way - Project No. I 270-6(2)290
SIXTEENTH SECTION LINE
N ½, SW ¼ Sec. 1
T3S, R68W
6th P.M.
WELBY RESERVOIR
ADAMS COUNTY TRAIL
SOUTH PLATTE RIVER
AP-20
Begin ROW Project
Station: 1102+14
M.P.: 0.71
Begin Const Project
Station: 1102+27
M.P.: 0.71
CDOT Right-of-Way & Access Control
Project No. I 270-6(2)290
S ½, SW ¼ Sec. 1
T3S, R68W
6th P.M.
SE ¼ Sec. 1
T3S, R68W
6th P.M.
QUARTER SECTION LINE
RTD LIGHT RAIL
O'BRIAN CANAL / BURLINGTON CANAL
AP-TE-23
1100+00
1101+00
1102+00
1103+00
1104+00
1105+00
1106+00
1107+00
2100+00
2101+00
2102+00
2105+00
2106+00
2107+00
2108+00
2109+00
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2111+00
2112+00
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2116+00
2117+00
2118+00
2122+00
2123+00
2124+00
2125+00
2126+00
2127+00
2128+00

EXHIBIT "A"

PROJECT NUMBER: C R100-364
PARCEL NO.: AP-20
Project Code: 24527
February 02, 2026

DESCRIPTION

A tract or parcel of land, No AP-20. of the Department of Transportation. State of Colorado. Project No. C R100-364, containing 71,279 sq. ft. (1.636 acres), more or less, in the south half of the southwest quarter of Section 1, Township 3 South. Range 68 West of the Sixth Principal Meridian, Adams County, State of Colorado, being all that portion of the parcel described in the quit claim deed recorded in the Records of Adams County in Book 3792, Page 511 under Reception No. B1009493, situated northeasterly of Interstate Highway No. 270, being more particularly described as follows:

Commencing at the northeast corner of said south half of the southwest quarter of Section 1, thence S66°44‘12"W, a distance of 855.01 feet to a point on the northeasterly right-of-way line of said Interstate Highway No. 270, said point being the southerly corner of said parcel, said point also being the POINT OF BEGINNING;

1. Thence N45°55‘31"W, on said northeasterly right-of-way line, a distance of 47425 feet to a point on the north line of said south half of the southwest quarter of Section 1, said point also being the westerly corner of said parcel;

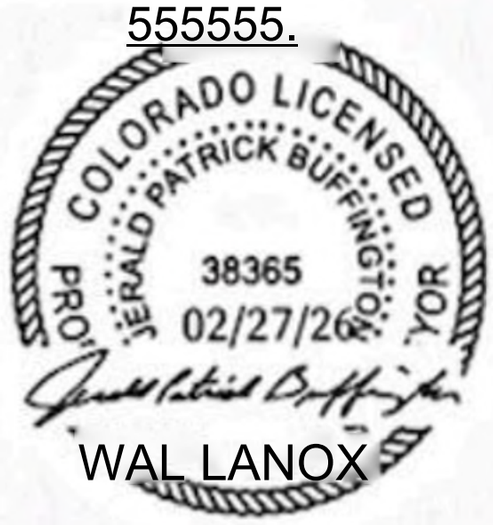
2. Thence N89°36‘11"E, on said north line, also being on the northerly line of said parcel, a distance of 429.08 feet to the easterly corner of said parcel;

3. Thence S14’51'59"W, on the easterly line of said parcel, a distance of 344.39 feet to the POINT OF BEGINNING.

The above described parcel contains 71,279 sq. ft. (1.636 acres), more or less.

BASIS OF BEARINGS: Bearings are based on a NAD83 (2011) Colorado State Plane North (501) Zone grid bearing of S46°36‘41"E from NGS points "ROTELLA 1995" (PID AB3303) to PRAIRIE 3" (PID DI3206). ROTELLA is a 3.25-inch brass disk set in a concrete monument, and Prairie 3 is a stainless steel rod in monument box. Both monuments are marked as described above, as shown on the Project Control Diagram for Project No. CC 2706-042 (Code 22854), on file in the records of the Colorado Department of Transportation.

555555.



Authored by: Jerald Patrick Buffington, PLS 38365
CDOT Region 1, North Program
4670 Holly St.
Denver Co. 80216
303.398.6710

Project Code: 24527 PARCEL NO.: AP-20 WAL LANOX

COLORADO
Department of Transportation

Memorandum

To: Transportation Commission
From: Julie Constan
Date: November 12, 2026

Subject: 2026 Southwest Colorado Flood Event

Southwest Colorado was hit with a large flooding event, occurring in 2 halves in less than a two-week time span, with the first starting on October 22, 2026. Significant rainfall occurred during this event on already saturated soils. Region 5 had only six days to assess the full extent of structural damage to roads and bridges and begin temporary repairs before the second half of the event impacted the region on November 1.

The first half of the event began on October 22, 2026, and extended through October 25, 2026 with historical rainfall totals reaching seven inches in areas around Pagosa Springs.

- Governor Polis verbally declared a disaster emergency for 11 southwest counties
- Three highways sustained significant structural damage including US 160 Wolf Creek Pass, US 160 West of Pagosa Springs, US 550 Red Mountain Pass and CO 151 southwest of Pagosa Springs
- 6 damaged highway segments required emergency reconstruction
- 6 bridges were threatened by 100 year flood levels and required inspections to safely reopen

In anticipation of the second half of the event, maintenance and 4 contractors with multiple crews worked swiftly to armor work sites in an effort to mitigate further damage. The initial goals were restoring connectivity, and trying to prevent additional failures, knowing a second storm was forecasted. The second half of the event began on October 31, 2026, and extended through

November 2, 2026 producing yet another round of catastrophic precipitation. Previously established work zones experienced additional damage and significant destruction ensued at several new locations. Several highway routes and bridges were impassable for days following the second half of the event.

While our team continues to assess the full extent of structural damage to roads and bridges, it is clear that needs will be significant and immediate, in order to regain critical transportation routes for Southwest Colorado communities before winter. 8 critical highway routes have been impacted. Seven bridge structures have been threatened by record flood waters including the US 160 Piedra Bridge which is fully compromised. At least 11 separate emergency projects with 11 contractors are underway addressing 15 different locations. As of November 12, Region 5's highways are faced with the following damages:

US 550 Red Mountain Pass - open

- At MP 75 between Silverton and Ouray a washed-out embankment damaged the southbound lane. This location has been temporarily repaired as of November 8, 2026

US 160 Four Corners to South-Central Colorado - Closed at MM 121 and Wolf Creek Pass

- At MP 1 scour protection may be required for the majority of the San Juan River Bridge substructure. The initial inspection identified the bridge is safe to operate, and monitors were installed.
- At MP 80 west of Durango along Lightner Creek the westbound lanes have severe undercutting, and guardrail posts were exposed. Temporary repairs are beginning at this location as of November 5, 2026.
- From MP 114 to 120 east of Bayfield drainage systems and culverts along this six mile section require extensive cleaning and work to redirect water channels. Temporary repairs are beginning at these locations as of November 5, 2026.
- At MP 121 the piers of the Piedra River Bridge have collapsed and the structure requires a complete rebuild. Access between the communities of Pagosa Spring and Durango has been severed, the current detour is 3 hours through New Mexico. A contractor has been identified to remove the remaining parts of the old bridge and begin construction of a

temporary bridge. The contractor started site preparation to remove the old bridge on November 7, 2026.

- From MP 124 to 135, just west of Pagosa Springs, extensive undercutting of the highway occured at Devils Creek and Martinez Creek. A contractor mobilized after the first storm event the week of October 28, 2026 and will continue work in these locations.
- At MP 150, approximately five miles east of Pagosa Springs, extensive undercutting of the highway and culvert failure. A contractor mobilized to this location on October 30, 2026. The contractor provided pumping of water this location during the second storm, to prevent additional failure. The contractor has started repair work as of November 8, 2026.
- MP 151.4 several miles east of Pagosa the embankment at Jackson Mountain is slipping and requires extensive slope work. A site inspection has occurred, and additional information is forthcoming on timing of repairs.
- At MP 161,west of the Wolf Creek Summit, masonry retaining walls are severely eroded. Significant material (rock, and mud) was deposited on the west side of Wolf Creek during the second event as well. Between MP 160 (scenic overlook) and MP 167 (summit of Wolf Creek Pass), 3 contractors and CDOT crews are working to remove the material and determining a strategy to safely open Wolf Creek Pass.
- At MP 172, culvert damage has occurred near Tucker Ponds. This site is being assessed for future repairs.
- MP 176 to 183, approximately six miles west of South Fork in The Narrows, high water along the South Fork of the Rio Grande undercut the shoulder and travel lanes in several locations and completely washed out two segments of roadway. A contractor started working in this location after the first storm and continues work. As of November 6, 2026 emergency vehicles and contractors are able to access Wolf Creek Pass through this area.

US 84 Pagosa to Chama, NM - open

- At MP 4 near the community of Chromo undercutting is occurring along the Navajo River. A contractor was mobilized to this location on November 4, 2026 to stabilize the highway.
- MP 19 approximately seven miles east of Pagosa Springs, a portion of the highway has undercutting. A contractor was mobilized to this location on November 4, 2026 to stabilize the highway.

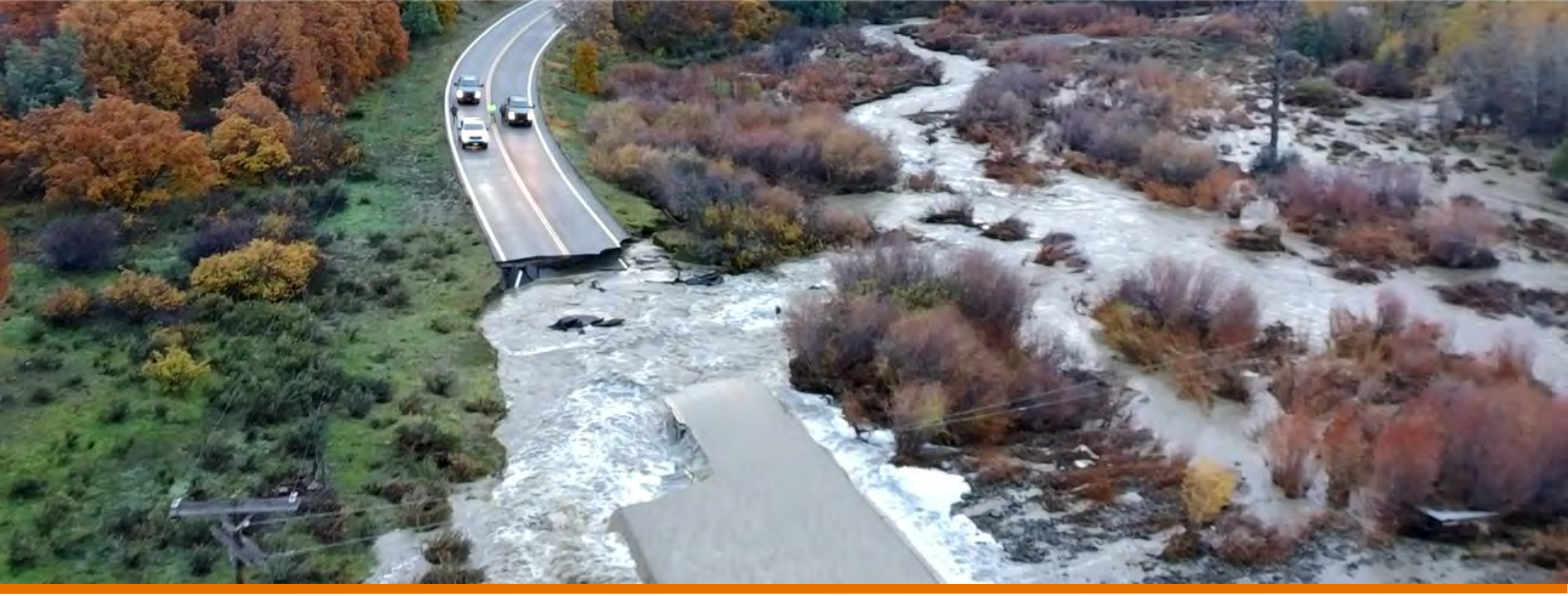
CO 17 Antonito to New Mexico - open

- At MP 3 just north of the New Mexico state line a culvert has been significantly damaged. A contractor mobilized to this location November 6, 2026 to begin repairs.
- At MP 15 on La Manga Pass undercutting has occurred. Once work is complete at MP 3, the contractor will mobilize to this location.

CO 151 Pagosa to Durango - Closed (MP 27 - MP 30)

- From MP 27 to 30 floodwaters completely washed out two segments of road along south of Chimney Rock Monument including damage to drainage infrastructure. Approximately 50 residents lost access between washouts. Work to restore this bypass is critical to gain access between Pagosa Springs and Durango. A contractor mobilized to this location on October 25, 2026. Some repairs were completed prior to the second storm. Unfortunately additional damaged occurred during the second storm.

The provisional damage estimate to federal-aid roadways after the first half of the event is $65 million. FHWA quick release funds, 10% of the estimate, was requested and approved at $6.5 million. Also available as of November 7 is $20 million from the Transportation Commission contingency fund that was verbally authorized for the emergency response. Updated provisional damage estimate to federal-aid roadways is being determined. Additional quick release funds will be requested from FHWA as costs are determined. Future funding updates will be provided as damage assessments and prioritization for repairs occurs.



COLORADO
Department of Transportation

2026 Southwest Colorado Flood Event – Transportation Commission Presentation

Today's Discussion

- Storm Event Overview
- Extent of Damage
- Emergency Reconstruction Projects
- Estimated Costs



Flood Event Overview

First half: Oct. 22 through Oct. 25

- Up to 7 inches of rain in areas
- 100-year flood event, river flows topped 4 feet and flooded roadways at its peak
- US 160, US 550 and CO 151 damaged - five other highways closed for flooding
- Governor verbally declared a disaster emergency Oct. 22 for 11 counties



Second half: Oct. 31 through Nov. 1

- Heavy rain and flooding hit the region again, only a week after the first event
- New damage and washouts on CO 151 and US 160 narrows and bridge failure on US 160
- Safety closures at Hermosa Creek, Pagosa Springs, Del Norte and Monte Vista bridges
- Dozens of emergency closures over two weeks; multiple major closures remain in place

Extent of Damage



Extended Closures - Still in place

- US 160 at Piedra River Bridge
- CO 151 south of Chimney Rock
- US 160 Wolf Creek Pass

Highway segments with damage - Now open (some with restrictions)

- US 550 Red Mountain Pass
- US 160
  - San Juan River Bridge south of Cortez
  - Twin Buttes area in Durango
  - Yellow Jacket Pass east of Bayfield
  - Devil's and Martinez Creeks west of Pagosa
  - Sheep Springs west of Pagosa
  - San Juan River Village area east of Pagosa
  - Jackson Mountain Slip east of Pagosa
- US 84 Pagosa to NM state line
- CO 149 South Fork to Creede
- CO 17 La Manga and Cumbress Passes

Emergency Reconstruction Projects (US 160 Bridge)

US 160 at Piedra River Bridge

Highway Status: Closed

- Bridge's piers collapsed
- Embankment damage
- Temporary bridge will be installed before winter
- Bridge to be rebuilt in 2027



Emergency Reconstruction Projects (CO 151)

CO 151 south of Chimney Rock National Monument

Highway Status: Closed

- Two segments of roadway washed away, and two others received significant damage within the three-mile stretch of highway
- Priority: South end access for local residents stranded since Storm #1. **Completed November 8**
- Temporary highway construction completed by Thanksgiving, with highway open to all traffic



Detour Pagosa Springs to Durango

CO 151 Closed

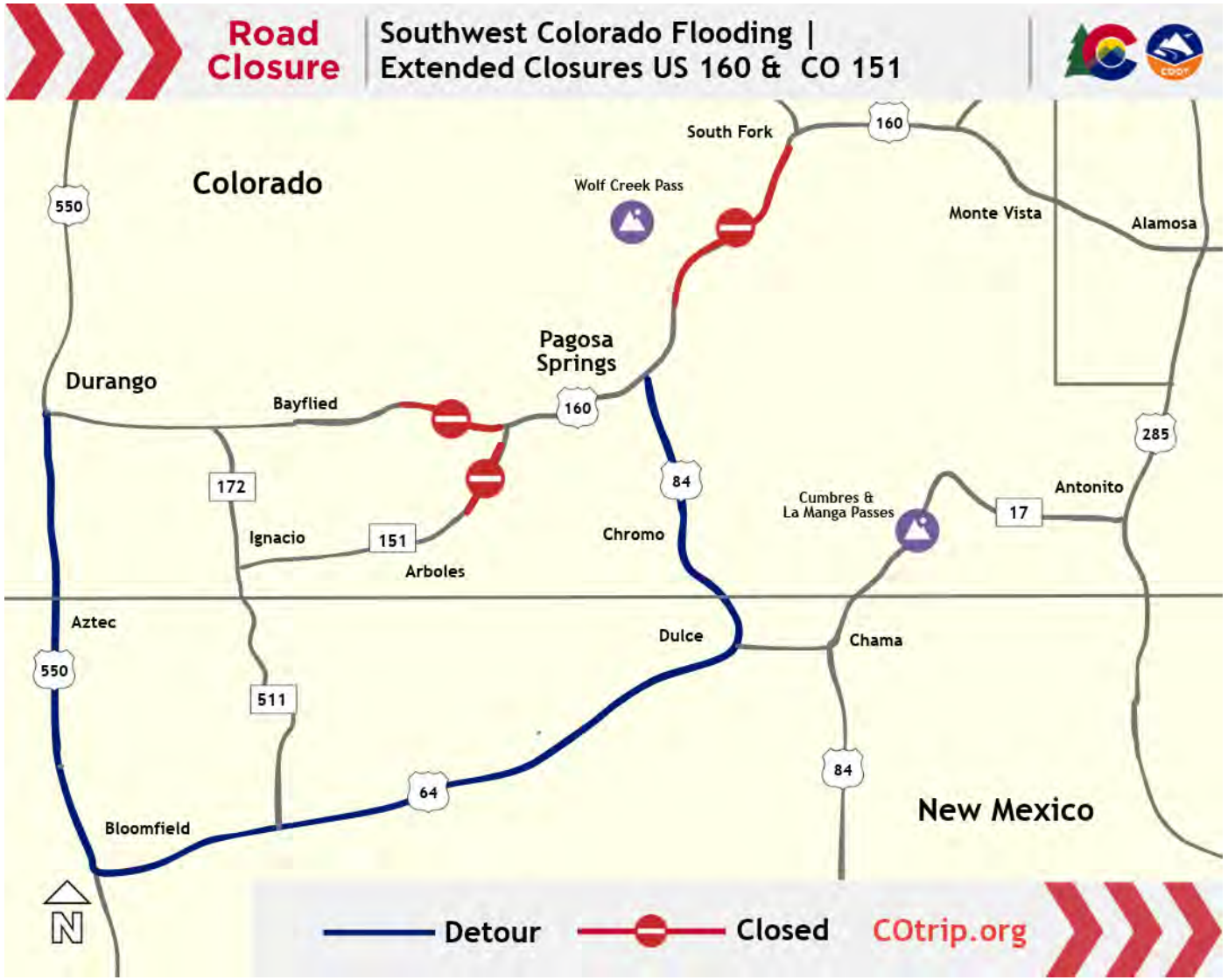
Detour Duration: 3.5 Hours

Route: South through New Mexico (US 84 - US 64 - US 550)

Once CO 151 Open:

Detour Duration: 1.75 Hours

Route: CO 151 to CO 172



Emergency Reconstruction Projects (US 160 –Sheep Springs)

US 160 Sheep Springs

Highway Status: Open to one-lane only

- Embankment damage
- Undercutting of highway
- Eastbound travel lane washed away
- Repairs are progressing
  - Embankment stabilization
  - Subgrade rebuilding
  - Repaving of highway



Emergency Reconstruction Projects (US 160- Wolf Creek Pass)

US 160 Wolf Creek Pass

Highway Status: Closed

- Rockslides and mudslides
- Shoulder damage
- Retaining wall damage
- Culvert damage
- Guardrail damage
- Utility damage



Emergency Reconstruction Projects (US 160- The Narrows)

US 160 The Narrows

Highway Status: Closed

- Shoulder damage
- Undercutting of highway
- Utility damage
- 2 segments of highway washed away



Estimated Costs

Emergency Recovery request to FHWA following first storm

$65 million
Provisional damage estimate to federal-aid roadways after the first storm

$6.5 million
FHWA quick release funds, 10% of the estimate, requested and approved

$20 million
Transportation Commission authorizes emergency contingency fund

Additional costs anticipated following second storm

- 15 emergency projects impacting critical travel corridors
  - US 550 Red Mountain Pass
  - US 160 Wolf Creek Pass
  - US 160 Pagosa Springs to Durango
  - CO 151 between Pagosa Springs and Durango
  - CO 17 between Antonito and Pagosa and
  - US 84 between Pagosa and New Mexico

CDOT Resources

CDOT Website: codot.gov

Computer: COtrip.org

Mobile: COtrip Planner App



COLORADO
Department of Transportation

Memorandum

To: Transportation Commission

From: Natasha Butler, P.E., State Bridge Engineer
Nyssa Beach, P.E., Statewide Bridge Asset Manager

Date: October 14, 2026

Subject: Update on $65M of Federal Redistribution Funding for Culvert Repair and Replacement

Purpose

This memorandum provides an update on the $65M in federal redistribution funding that Transportation Commission approved in 2023 for repair and replacement of culverts.

Action

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

Background

CDOT owns and maintains over 62,000 culverts statewide categorized into three distinct operational groups:

- Major Structures (>20' Span): Culverts with spans measuring greater than 20' along the center of the roadway are considered Major structures and qualify for the National Bridge Inventory. CDOT owns approximately 830 Major culverts. Major culverts are inspected every 24 months as required by federal regulations and are managed under CDOT's asset management program.
- Minor Structures (48" to 20' Span): Culverts with spans measuring greater than or equal to 48" and less than or equal to 20' are considered Minor structures. CDOT's 5,900 Minor culverts are inspected every 48 months and managed under CDOT's asset management program.
- Non-qualifying Structures (<48" in diameter): The majority of CDOT's culverts (~56,000) are less than 48" in diameter and do not fall within one of the twelve

asset classes that have dedicated funding and inspection programs. These 'non-qualifying' culverts are typically repaired and replaced by region Maintenance crews on an as-needed basis.

In 2023, staff requested $65M of federal redistribution funding for repair and replacement of culverts statewide. The failure of culverts on SH 133 in Paonia and on I-70 at Blue Gulch in 2023 highlighted the criticality of ensuring CDOT's culverts are maintained. With Transportation Commission approval of the funding, Staff Bridge worked with region hydraulic and asset management personnel to identify needs and allocate funds. Deteriorated corrugated metal pipe culverts of all sizes were identified as posing the highest risk to CDOT's roadways during high water events and were prioritized accordingly for the available funding. Project selection criteria included consideration for roadway importance (i.e. functional classification and average daily traffic) as well as opportunities to bundle with pre-existing projects. Culvert linings were utilized where feasible for lower-cost rehabilitation, while severely deteriorated culverts were scheduled for full replacement.

To date, $55.8M has been budgeted for culvert repairs and replacement statewide, with over 300 culverts planned for treatment. Over 40 of these culverts are Poor Minor structures, which is a key metric tracked within CDOT's asset management program. Efficiencies in treatment type selection (lining versus replacement) and project bundling have resulted in project savings that will be utilized in projects over the next year to address additional culverts.

Attachments

Culvert Funding Update Presentation



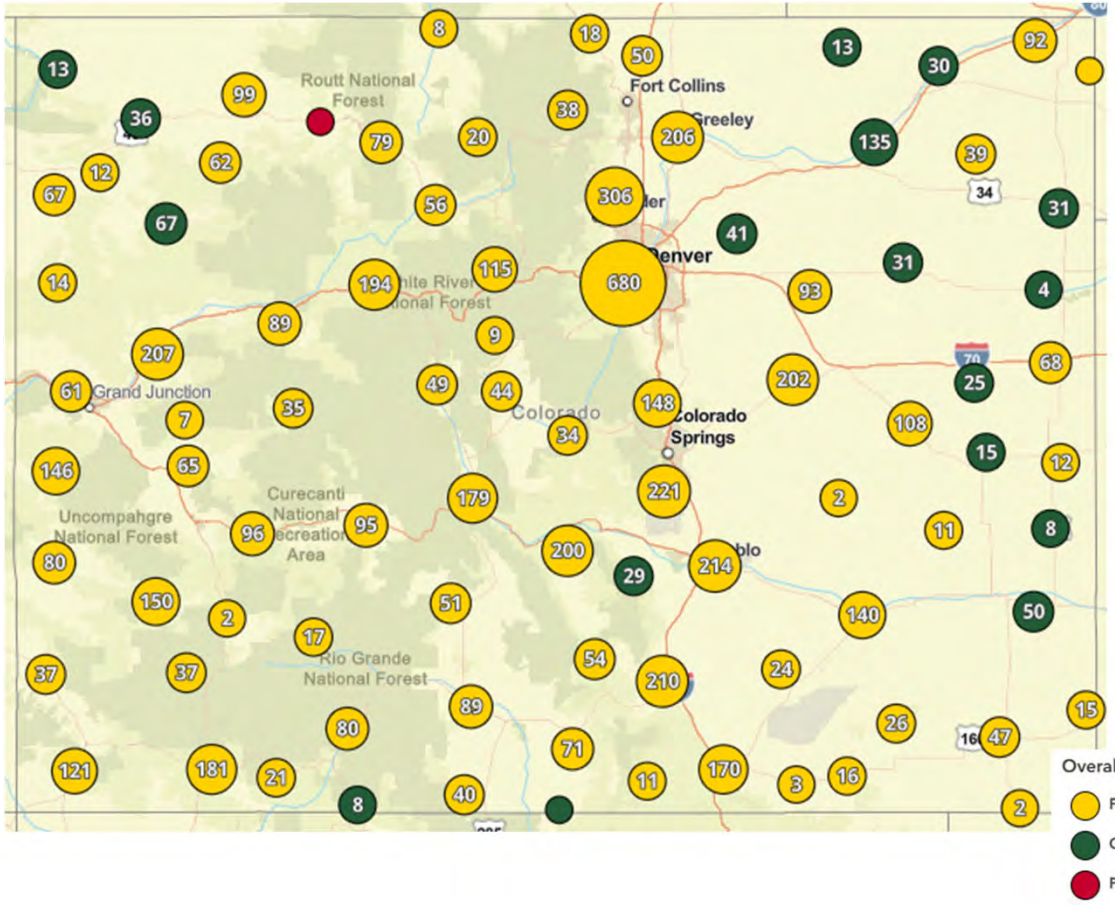
COLORADO
Department of Transportation

CDOT CULVERTS
Update on $65M Federal Redistribution

Outline

- Overview of CDOT's Culverts
- Culvert Risk Identification
- Planning for Federal Redistribution Funds
- Progress to Date
- Funding Highlights: Region 2 and Region 5

Overview of CDOT's Culverts (1 of 2)



Major Culverts

830

Span > 20 ft | CDOT SNBI Inspected

Minor Culverts

5,900

Span 4 to 20 ft | CDOT Inspected

Qualifying Target of $65M Funding

Non-qualifying Culverts

~56,000

Span < 4 ft | Inspected As Needed

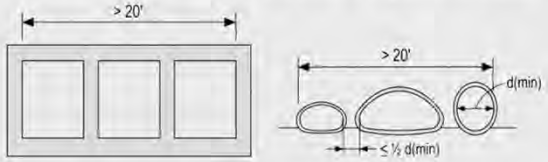
Qualifying Target of $65M Funding

Overview of CDOT's Culverts (2 of 2)

Major Culverts

Span > 20' as measured along the centerline

These culverts qualify for the National Bridge Inventory (NBI), are inspected every 2 years, and are managed in accordance with federal requirements.

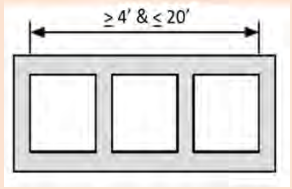


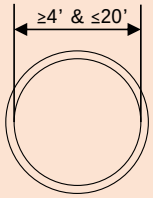


Minor Culverts

Span ≥ 4' and ≥ 20' as measured along the centerline.

Inspected every 4 years and managed in accordance with CDOT requirements.



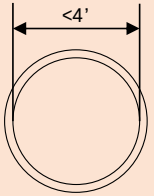




Non-Qualifying Culverts

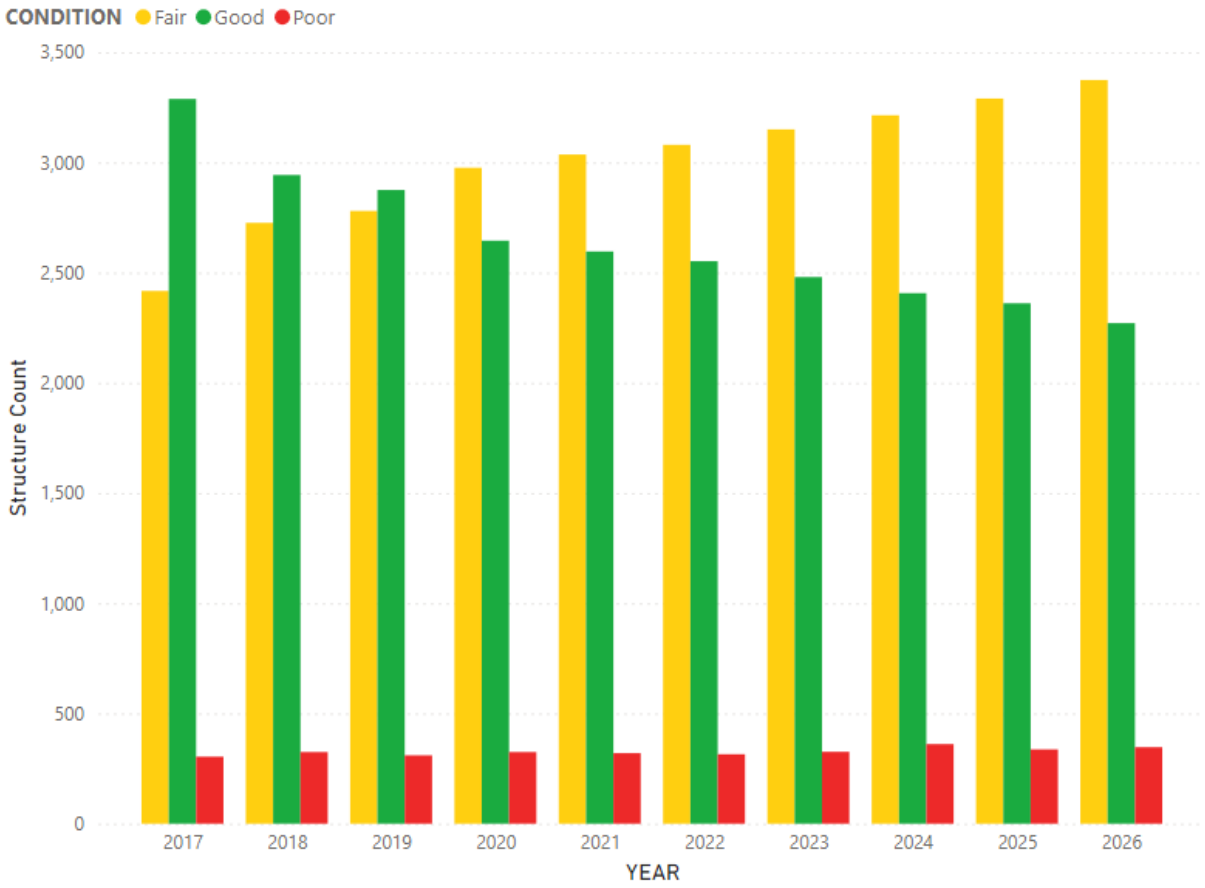
Span < 4' as measured along the centerline.

These culverts are inspected and managed on an as-needed basis.





Overview of CDOT's Culverts



Culvert Preservation Program (Staff Bridge): Inspect, maintain, repair, rehabilitate, and replace CDOT's Minor Structures

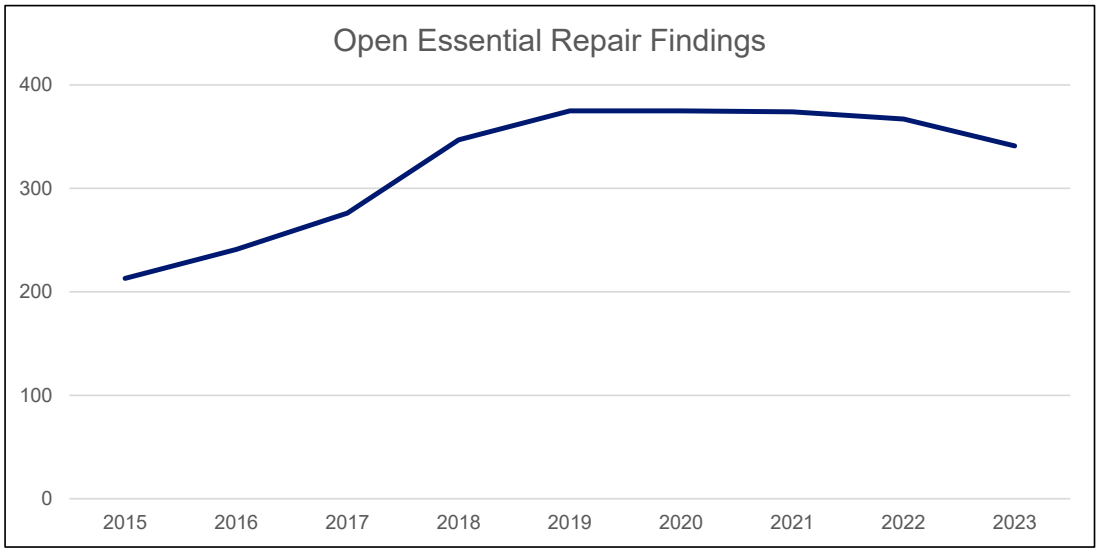
Bridge Maintenance (MLOS): Routine maintenance, preservation treatments, and repairs that do not require engineering

Funding Sources for CDOT Culverts
Culvert Preservation Program
MLOS

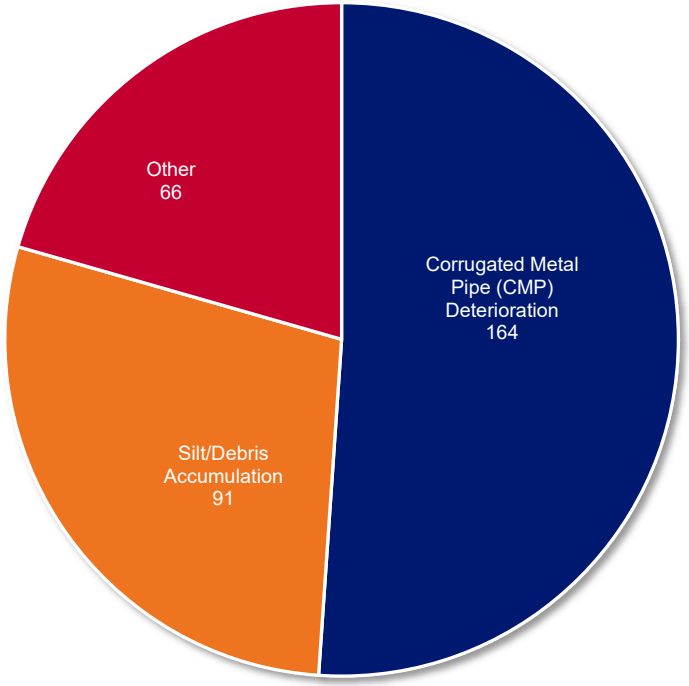
Culvert Risk Identification (1 of 2)

Essential Repair Findings (ERF)

- Repair needs identified during inspections that are deemed essential by the structure inspection engineer
- Primary list used in culvert project selection

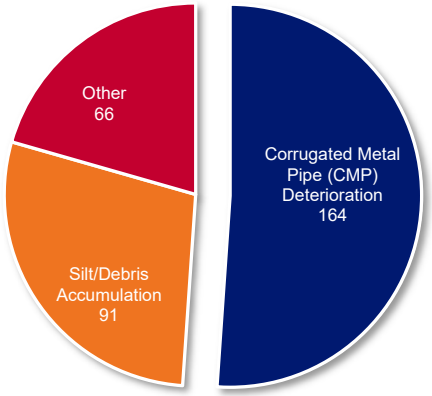


Essential Repair Findings by Type

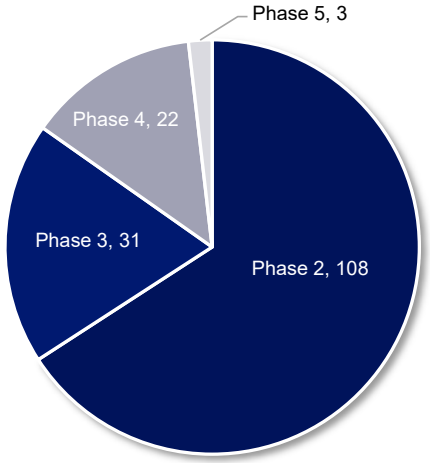


Culvert Risk Identification (2 of 2)

Essential Repair Findings by Type



Corrugated Metal Pipe (CMP) Deterioration



Corrugated metal pipes with deterioration pose a risk to CDOT roadways during high water events and are deemed HIGH priority structures.

Corrugated Metal Pipe (CMP) Deterioration Phases



Eligible for Rehabilitation (Culvert Lining), **lower cost $$**

Replacement only, **higher costs $$$**

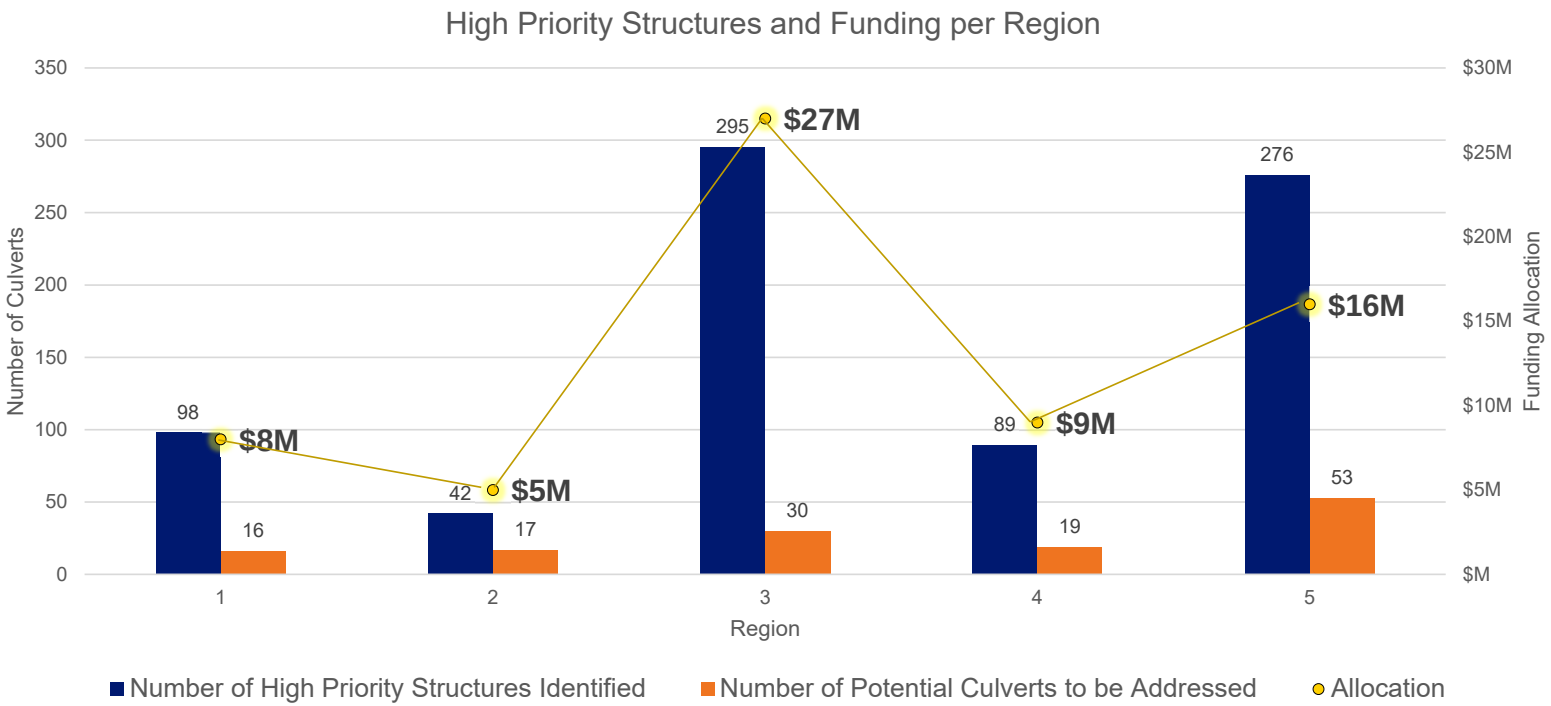
Planning for Federal Redistribution Funds



Somerset culvert failure SH133 mile marker 16.18 2023

$65M in federal redistribution funds was allocated by the Transportation Commission in October 2023 to address high-risk corrugated metal pipes statewide.

Federal Redistribution Funds by Region



Note that proposed allocations were determined based on needed funding to address high-priority culverts, not just number of high-priority culverts.

Target Outcomes:

Repair/Replace **60** Poor Minor Culverts

Current Status:

Repaired/Replaced **46** Minor Culverts & **282** Non-Qualifying Minors

NB1

Slide 9

NB1 What this is % wise in our inventory
Beach, Nyssa, 2026-10-19T15:09:11.891

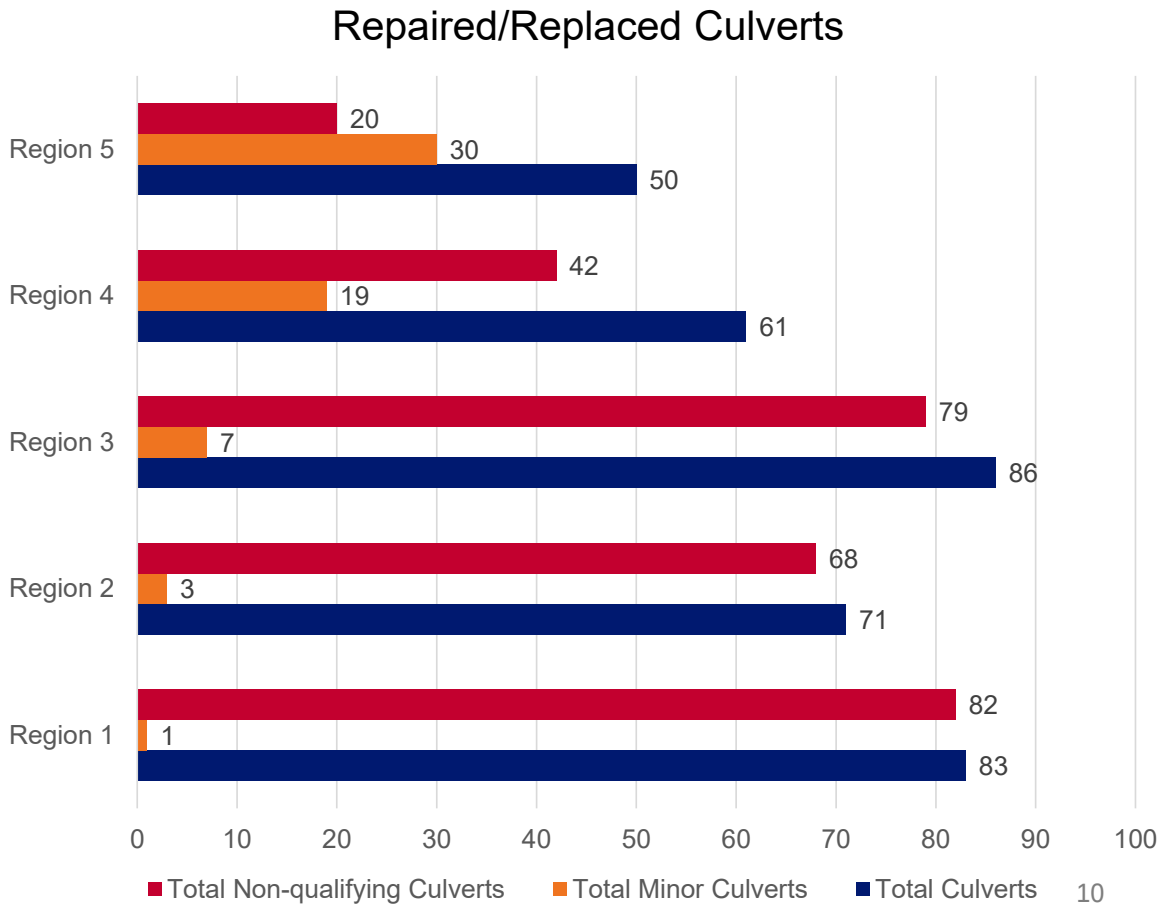
NB1 0 Battling an aging inventory
Beach, Nyssa, 2026-10-19T15:09:28.593

Progress to Date of $65M Funding

Financial Status

Region	Budgeted ($)	Expenditure ($)	Encumbered ($)	Remaining to Budget ($)
Region 1	5,847,890	4,798,780	676,248	2,152,110
Region 2	4,750,379	2,317,315	1,507,394	249,622
Region 3	26,509,442	20,085,455	4,345,287	490,558
Region 4	6,180,210	3,262,430	1,078,784	2,819,790
Region 5	15,093,807	10,332,182	4,701,685	906,193
Grand Total	58,381,728	40,796,163	12,309,397	6,618,273

Budgeted $58,381,728 + Remaining to Budget $6,618,273 = $65M
Regions have planned projects identified



Funding Highlights: Region 2

Project Highlights

Project ID	Location/Scope	Benefit/Innovation	Investment
26578	US 50 Cañon City (Dual 72" CMP)	First 72" BABA-compliant UV liner in the U.S., Zero Traffic Impact [Photo shown on right]	$445k ($48k CCR / $397k CCP)
26564	US 50 Cañon City (34 Culverts, 18"–30")	Corridor rehabilitation via trenchless UV lining	$1.85M (CCR)
26858	SE Colorado (23 Culverts, 18"–48")	Regional repairs starting next month	$2.1M ($1.7M CCR / $400k CCP)



Input from Region 2: *"There was a learning curve for our CDOT construction folks since this technology was brand new to them (unlike concrete, asphalt and dirt). The biggest takeaway doing liners in lieu of R&R is the reduction in cost for materials and traffic control/lane closures and time (they can be done quite quickly)."*

3 Minor Culverts Completed

68 Non-Qualifying Completed

Region 2 – UV Lining



Before



Construction



After

Funding Highlights: Region 5

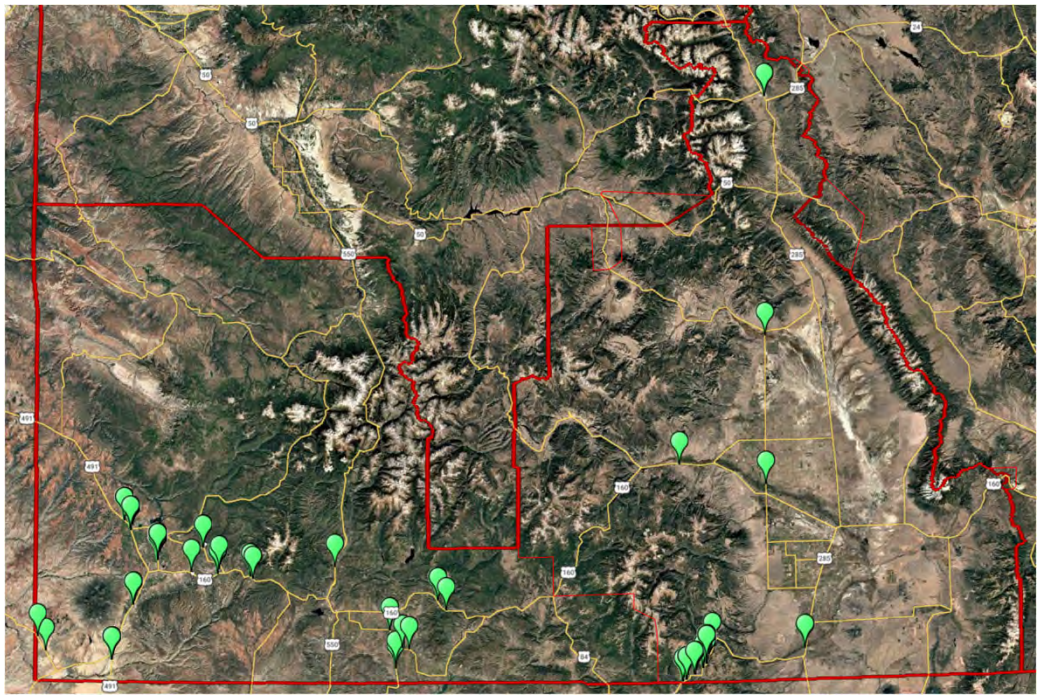
Project Highlights

Efficient Procurement: Strategic grouping of site locations into dedicated contracts - economy of scale.

Streamlined Design and LiDAR: Blended team approach on projects. On rehab sites: eliminated survey needs by utilizing LiDAR and field measurements. Replacement sites: Streamlined survey control.

2D Hydraulic Modeling: Used this approach to analyze stage storage and optimize pipe size, saving materials.

Input from Region 5: *Region 5 is no stranger to significant unplanned events that have closed down highways. A sizeable portion of the drainage asset inventory in Region 5 was installed in the 1930s, 40s, and 50s. Unplanned events are a signature of the dated infrastructure. Region 5 received $16M in CCR funds to assist in addressing this challenge.*

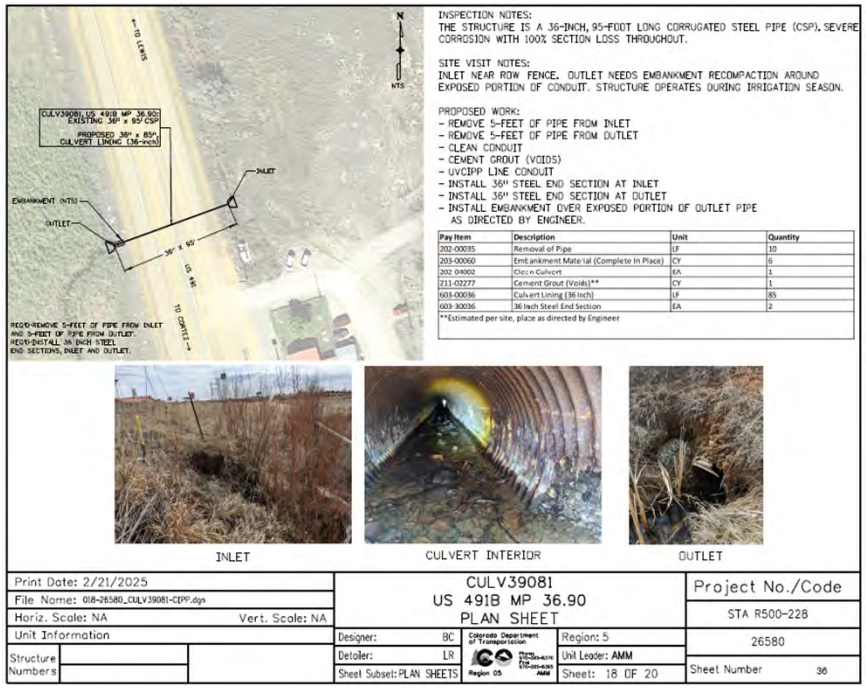


22 Minor Culverts Completed

18 Non-Qualifying Completed

Region 5 – Project Highlights

US 491 Lining Plan (CULV39081)



INSPECTION NOTES:
THE STRUCTURE IS A 36-INCH, 85-FOOT LONG CORRUGATED STEEL PIPE (CSP). SEVERE CORROSION WITH 100% SECTION LOSS THROUGHOUT.

SITE VISIT NOTES:
INLET NEAR ROW FENCE. OUTLET NEEDS EMBANKMENT RECOMPACTION AROUND EXPOSED PORTION OF CONDUIT. STRUCTURE OPERATES DURING IRRIGATION SEASON.

PROPOSED WORK:
- REMOVE 5-FEET OF PIPE FROM INLET
- REMOVE 5-FEET OF PIPE FROM OUTLET
- CLEAN CONDUIT
- CEMENT GROUT (VOIDS)
- UVCIPP LINE CONDUIT
- INSTALL 36" STEEL END SECTION AT INLET
- INSTALL 36" STEEL END SECTION AT OUTLET
- INSTALL EMBANKMENT OVER EXPOSED PORTION OF OUTLET PIPE AS DIRECTED BY ENGINEER.

Pay Item	Description	Unit	Quantity
202-00035	Removal of Pipe	LF	10
203-00060	Embankment Material (Complete In Place)	CY	6
202-04002	Clean Culvert	EA	1
211-02277	Cement Grout (Voids)**	CY	1
603-00036	Culvert Lining (36 Inch)	LF	85
603-30036	36 Inch Steel End Section	EA	2

**Estimated per site, place as directed by Engineer

INLET

CULVERT INTERIOR

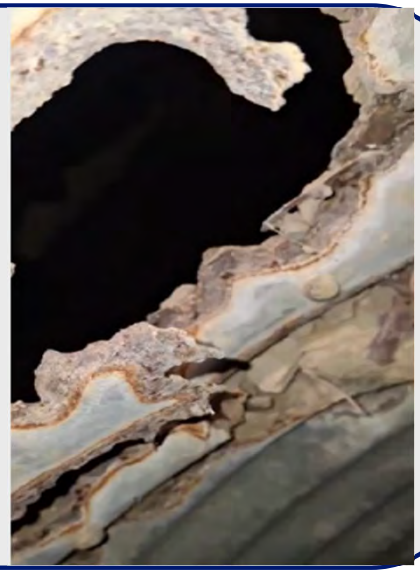
OUTLET

Print Date: 2/21/2025	CULV39081 US 491B MP 36.90 PLAN SHEET	Project No./Code
File Name: 018-26580_CULV39081-CIPP.dgn		STA R500-228
Horiz. Scale: NA Vert. Scale: NA		
Unit Information	Designer: BC Detailer: LR Sheet Subset: PLAN SHEETS	Region: 5 Unit Leader: AMM Sheet: 18 OF 20
Structure Numbers		26580
		Sheet Number 36

21 CY Void Mitigation

Structure ID 26580: While preparing for CIPP lining, a massive 21-cubic-yard void was detected above the 36-inch pipe.

This was addressed quickly by drilling from the surface and pumping grout top-down after the liner was installed, restoring soil stability without roadway disruption.



161A004320BL Before and After Pictures

Before



After



Final Thoughts

- Not all problems can be solved with this funding…



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Kay Kelly, Chief of Innovative Mobility
Mike King, Assistant Director, Electrification and Energy

Date: November 18th, 2026

Subject: Innovative Mobility Committee - EV Charging Update

Purpose

Informational

Action

N/A

Background

It is the mission of the Office of Innovative Mobility (OIM) to research, pilot and integrate mobility technologies into multiple modes of transportation to reduce pollution, alleviate congestion and improve safety for the travelling public. OIM supports Colorado's Greenhouse Gas reduction targets and CDOT's Wildly Important Goals for Clean Transportation.

The Electrification and Energy team within OIM works with partners across the public and private sectors to facilitate the expansion of both electric vehicles (EVs) and infrastructure across Colorado. The update today will focus on the following electrification topics:

- Colorado EV Goals
- EV Market
- EV Charging Infrastructure Availability

Next Steps

Please contact OIM staff with any additional questions.

Attachments

Presentation



COLORADO
Department of Transportation

Innovative Mobility Committee - Colorado NEVI Program and EV Charging Network Build-Out

TC Workshops - November 18, 2026

Agenda Topics

- EV Goals
- EV Market Update
- Charging Availability
  - Charging Infrastructure Programs
  - Scenic Byways Electrification
  - NEVI Program Updates
  - Charging Network Expansion
- Q&A and Discussion



State and CDOT Goals Related to EVs

- Colorado GHG Reduction Targets
  - 26% by 2025
  - 50% by 2030
  - 65% by 2035
  - 75% by 2040
  - 90% by 2045
  - Net Zero by 2050
- Colorado EV Plan Targets
  - 940,000 Light Duty EVs by 2030; nearly 100% by 2050
  - 30% MHD ZEV sales by 2030; 100% by 2050
    - 35,000 MHD EVs by 2030
    - 1,000 Transit ZEVs by 2030; 100% by 2050
  - 10,000 eBikes by 2025
  - 1,700 DCFC & 5,800 Public L2 ports by 2025

- CDOT Clean Transportation WIGs



Increase the percentage of total state highway miles within a 30-mile travel buffer of direct current fast-charging stations form 83% to 85% by June 30, 2027

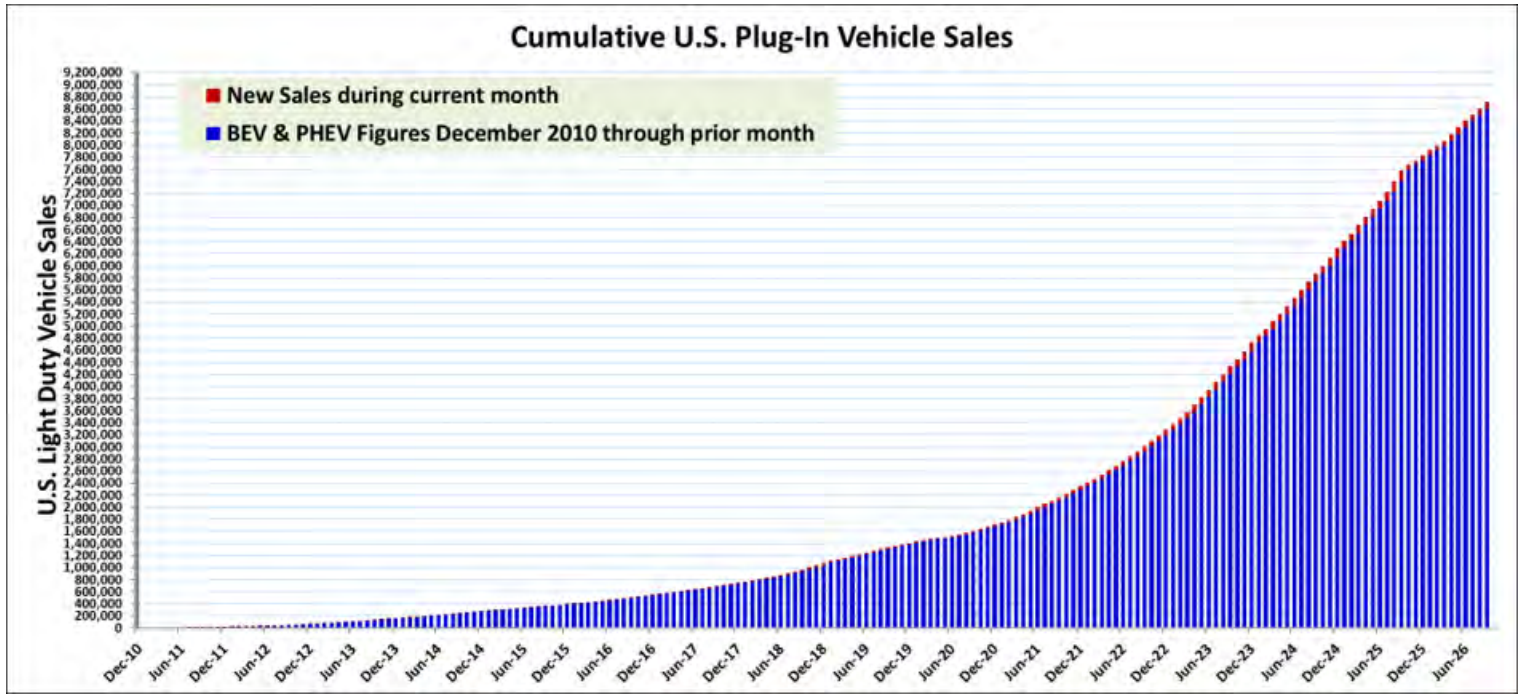


Increase the number of Colorado Scenic and Historic Byways classified as electrified byways from 20 to 23 by June 30, 2027

Electric Vehicle Market



U.S. Cumulative EV Sales



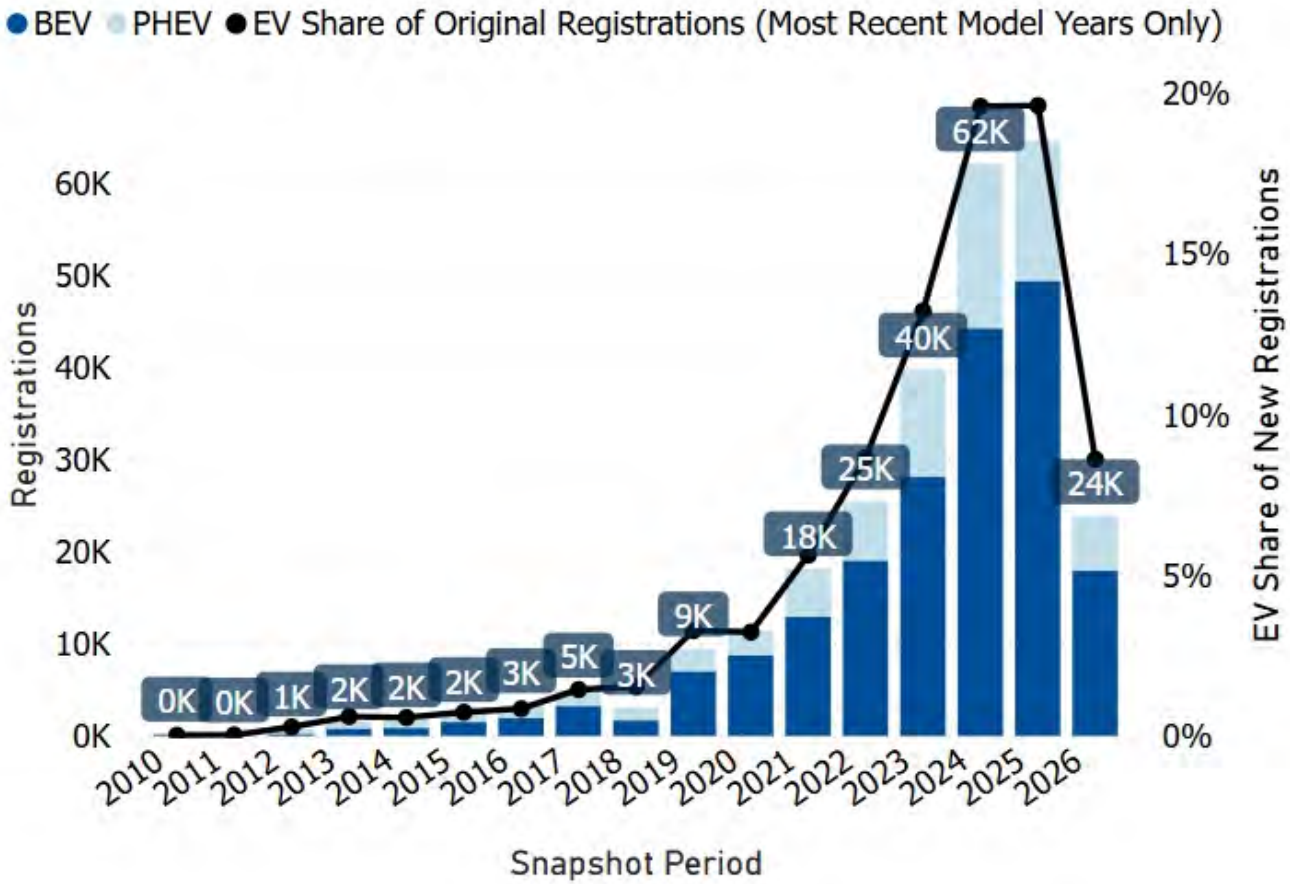
Source: Argonne National Laboratory (as of 11/5/2026)

- Cumulative sales of EVs have been growing at an increasing rate
- From the introduction of the first mass market EV in December 2010, it took 8 years for cumulative sales to reach 1 million; less than 3 years to reach 2 million; just over a year to reach 3 million and only 9 months to reach 4 million cumulative sales.
- As of October 2026, cumulative EV sales in the US are close to 8.7 million

EV Registrations in Colorado

EV Original Registrations

Use the drill down function to view monthly sales/charging data. Registrations are grouped by DMV snapshot interval.



Latest DMV Snapshot Date: 10/7/2026

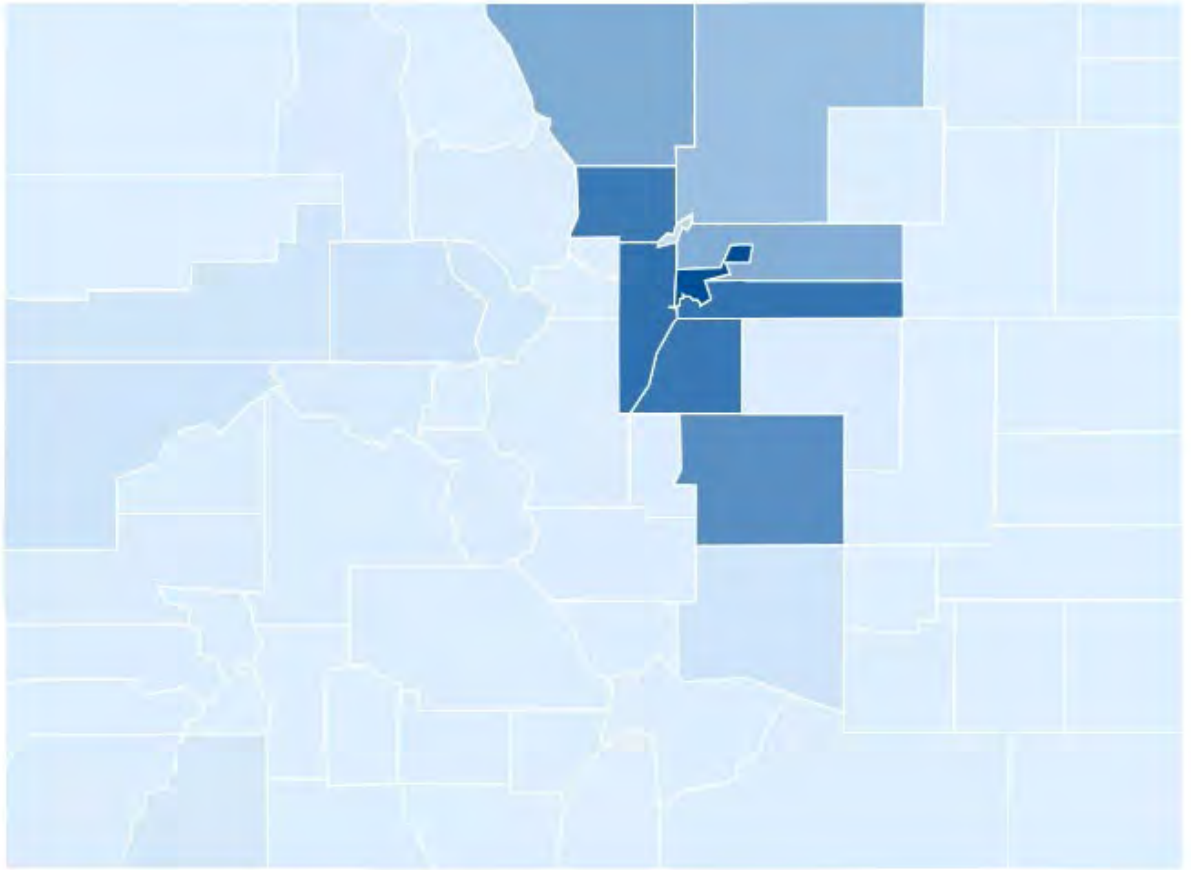
220K EVs on the Road	**3.5%** EVs on the Road Share
2.1% EVs On the Road Growth Over Last 3 Months	**13.3%** EV Share of Original Registrations (Most Recent Model Years Only)

Source: Atlas Public Policy EVAluate Colorado (as of 11/5/26)

Distribution of EV Registrations in Colorado

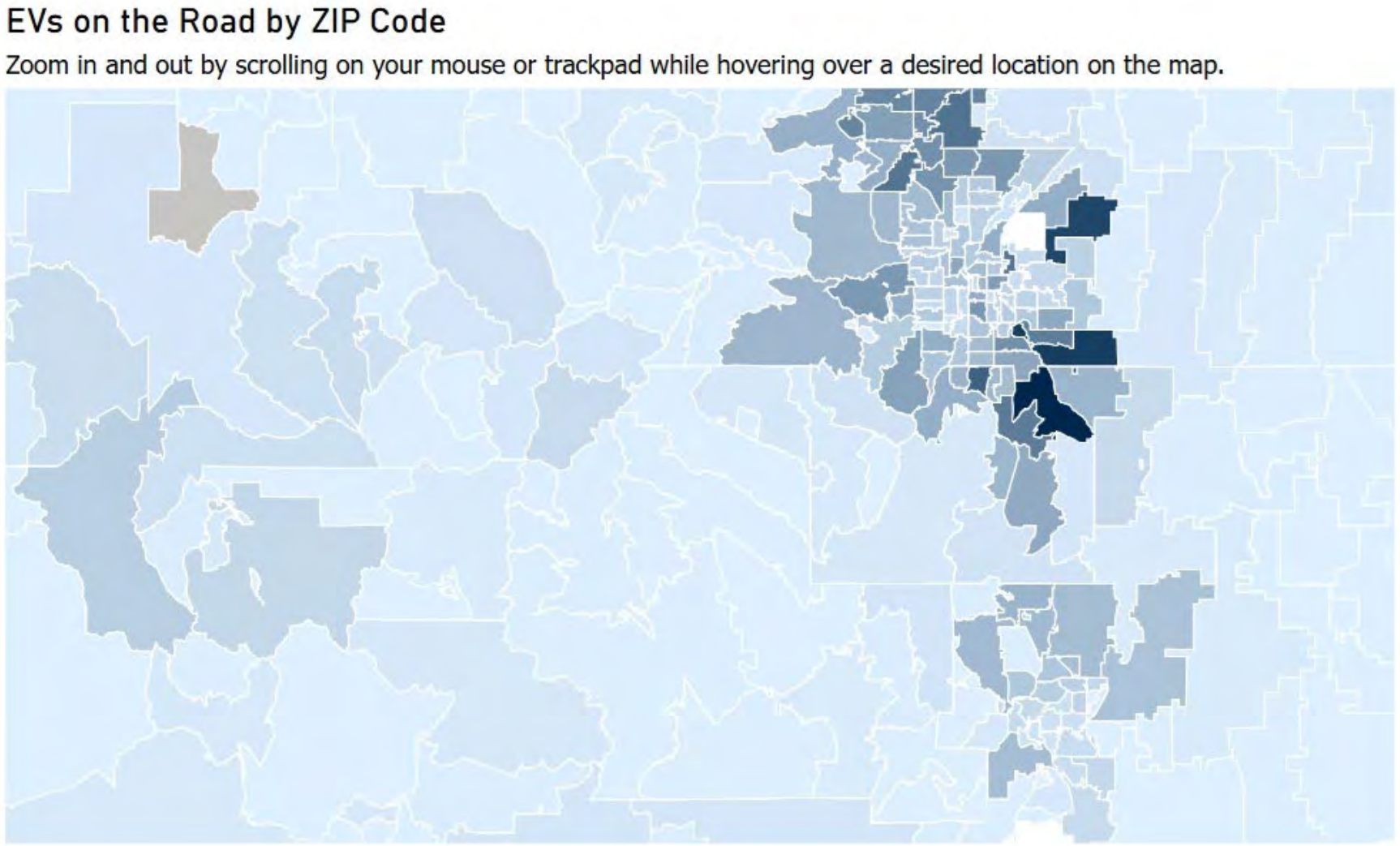
EVs on the Road by County

Zoom in and out by scrolling on your mouse or trackpad while hovering over a desired location on the map.



Source: https://energyoffice.colorado.gov/zero-emission-vehicles/evs-in-colorado-dashboard (as of 10/05/26)

EV Distribution by ZIP Code



Source: https://energyoffice.colorado.gov/zero-emission-vehicles/evs-in-colorado-dashboard (as of 10/05/26)

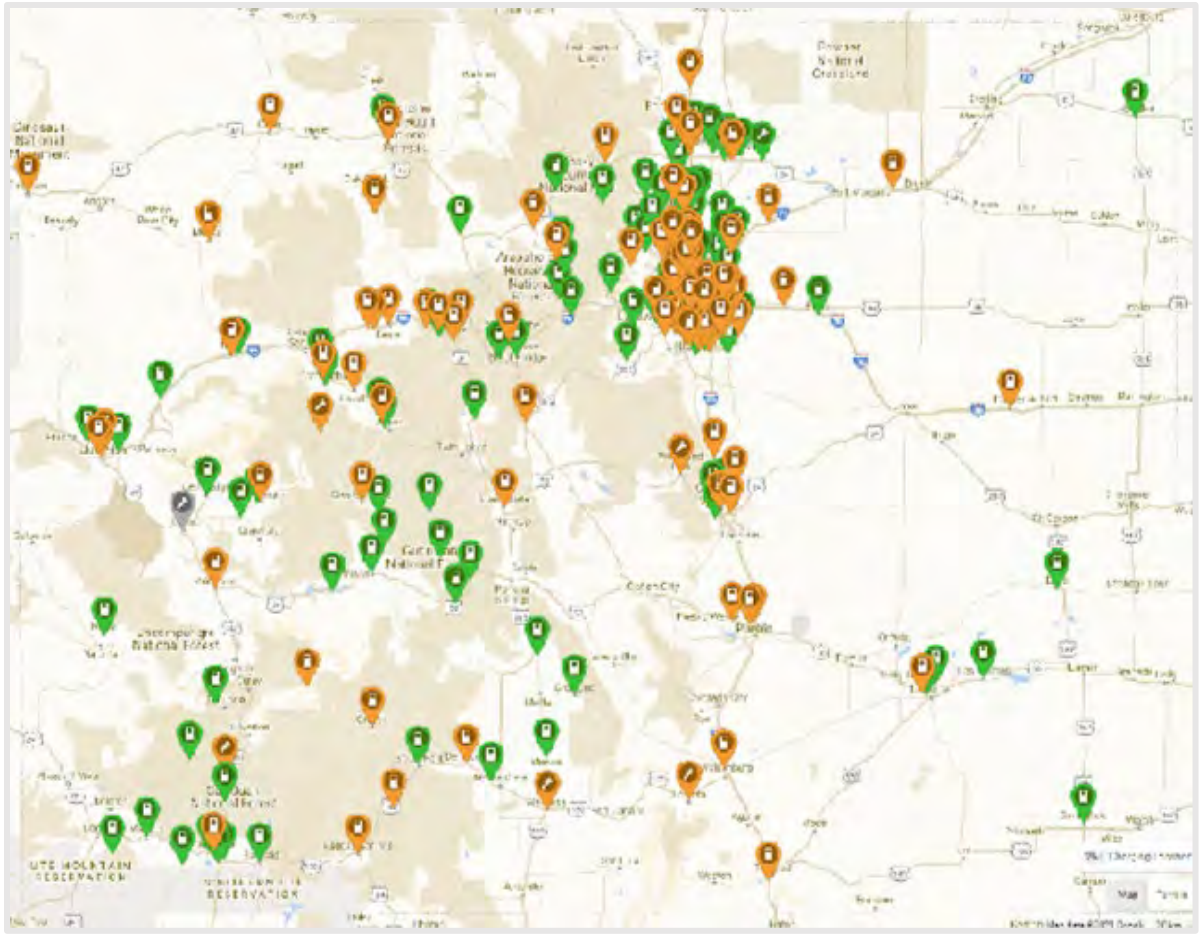
Charging Availability



Charge Ahead Colorado and Fleet ZERO

Charge Ahead Colorado (est. 2013)

- Competitive grants for community based Level 2 and DC Fast-Charging (DCFC) stations across the State
- Grants for more than 3,000 EV charging stations awarded to date
- Application periods are offered 3 times per year



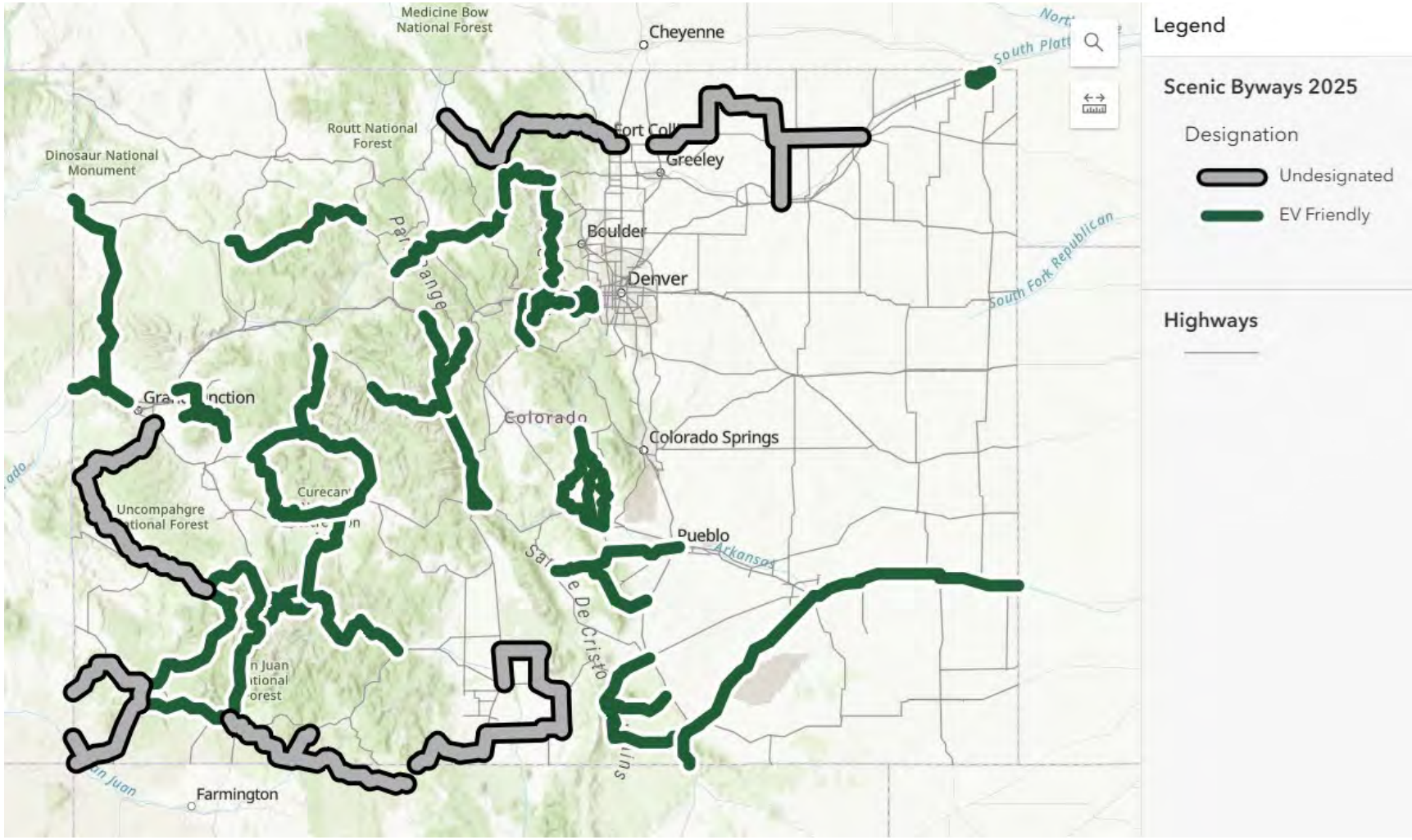
Fleet-ZERO (est. 2023)

- Offers grants to private and public fleets to purchase Level 2 and DCFC stations
- Grants for more than 800 ports at 150 locations awarded to date

Scenic and Historic Byways Electrification

Completed (20 of 26)

- Lariat Loop
- Grand Mesa
- Silver Thread
- Collegiate Peaks
- Flat Tops Trail
- Trail Ridge Road
- Top of the Rockies
- Colorado River Headwaters
- Alpine Loop
- Guanella Pass
- South Platte River Trail
- West Elk Loop
- Santa Fe Trail
- Scenic Highway of Legends
- Peak to Peak
- Mt. Blue Sky
- Gold Belt Tour
- Dinosaur Diamond
- San Juan Skyway
- Frontier Pathways



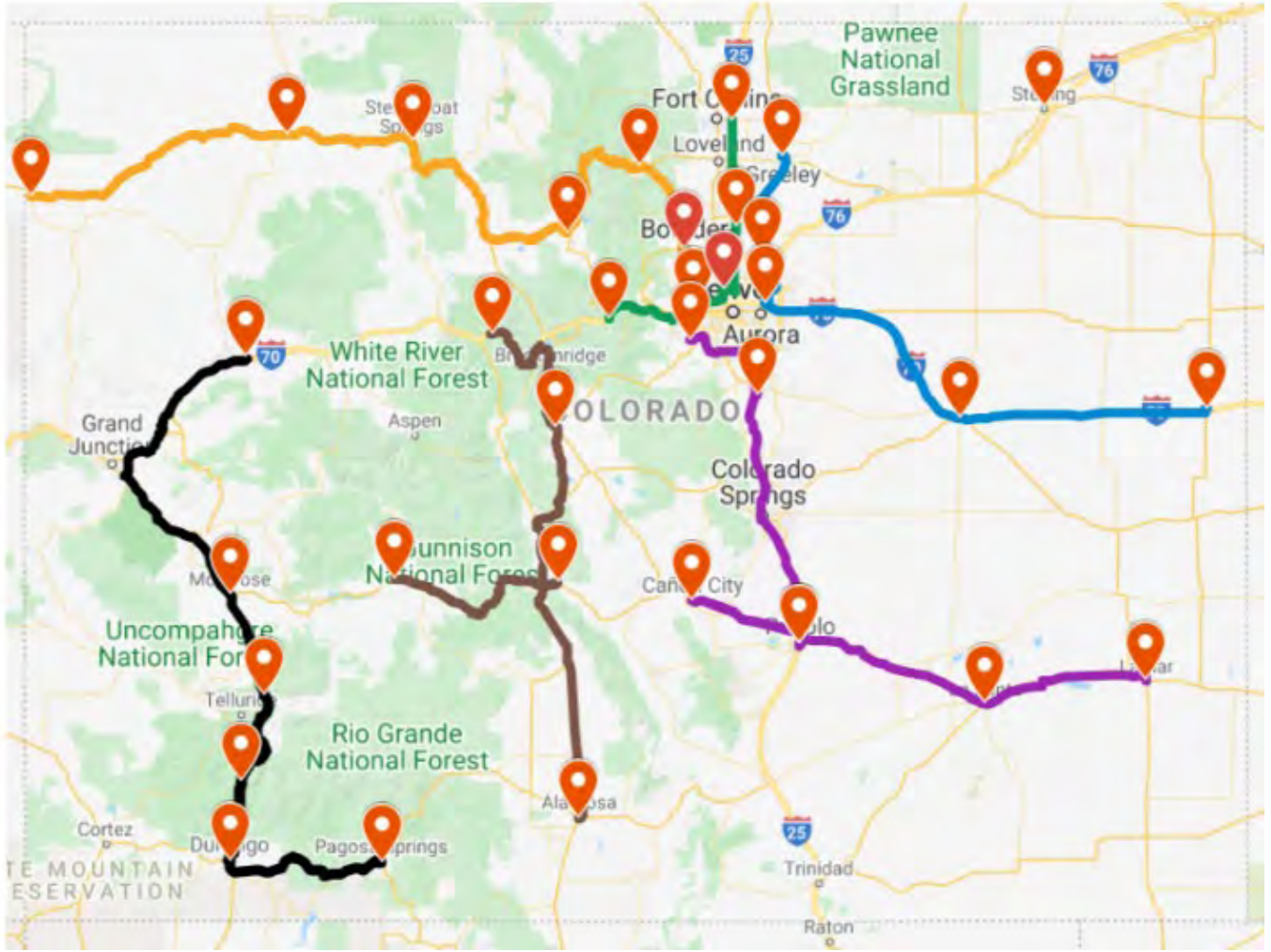
Colorado DCFC Grant Programs

DCFC Corridors Program

- Established 2019, completed August 2024
- Approximately $10.3 million grant with ChargePoint to develop 33 sites in Colorado.

DCFC Plazas Grant Program

- Established in 2021, now combines state and NEVI funding under one umbrella
- 2 application windows per year



National Electric Vehicle Infrastructure (NEVI) Program

The Infrastructure Investment & Jobs Act (IIJA) provided $7.5 billion for new EV charging programs

- $5 billion in the National Electric Vehicle Infrastructure (NEVI) formula program
  - Colorado's allocation was $56.5 million over 5 years
  - Projects must meet minimum standards for power level and number of ports
  - Eligibility is limited to specific nationally-designated alternative fuel corridors
- $2.5 billion is also available through the competitive Charging & Fueling Infrastructure (CFI) discretionary grant program
  - No geographic eligibility limitations
- Each state was required to develop and submit a NEVI Plan to the Joint Office of Energy & Transportation, and then update it annually

NEVI Program Pause and Resumption

- In February 2025, the FHWA attempted to pause obligation of all existing NEVI Program funds nationally, effectively halting the program indefinitely
- Colorado joined more than a dozen other states in challenging this action in court and a subsequent injunction in June 2025 required FHWA to allow the continued obligation of funds by the plaintiff states (but not all states)
- In August 2025, FHWA issued new NEVI Program Guidance and set a deadline for states to submit updated FY26 state NEVI plans for approval
- Colorado submitted its final NEVI Plan Update on 9/4/2025 and received approval from FHWA Colorado on 9/16/2025
- At present, Colorado's NEVI Program funding is fully obligated and we expect to complete implementation of the program
  - In other states, rescissions of funding, barriers to obligation, and state-level policy decisions have impeded effective use of the NEVI Program funds

Colorado NEVI Program Accomplishments

- Colorado has completed 5 rounds of NEVI Program awards under the umbrella of the DCFC Plazas Program (which also awards state Community Access Enterprise funds)
- 18 NEVI-funded charging plazas have opened across the state since 2025, another 24 are actively being developed, and 22 more have been awarded but not yet contracted
- CDOT and CEO recently announced awards for Round 9, our largest since the first NEVI-funded round of the program (R4), demonstrating continued strong demand from industry stakeholders
- R10 of the program is currently open for applications until 12/5/26



Siebert



Frisco

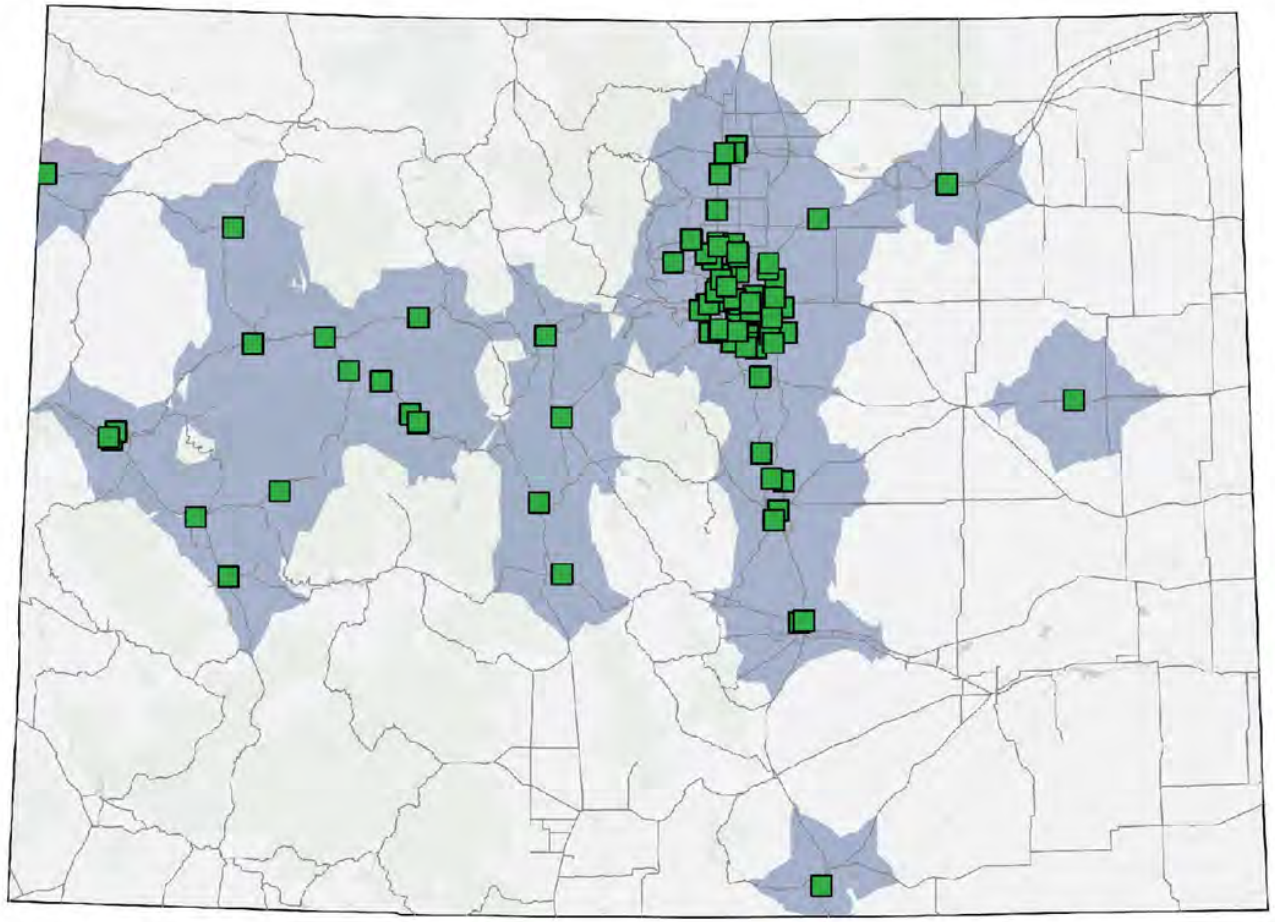


Monument

DCFC Coverage in Colorado - August 2020

Publicly Accessible Electric Vehicle Fast-Charging Network

75 stations as of August 2020 (40% coverage)



State Highway Network

Total Road Miles
9,067

Road Miles Within a 30 Mile Drive of a Fast Charger
3,612

% Coverage
40%

Legend

- DC Fast Charging Stations
- 30 Mile Driving Buffer
- State Highway Network

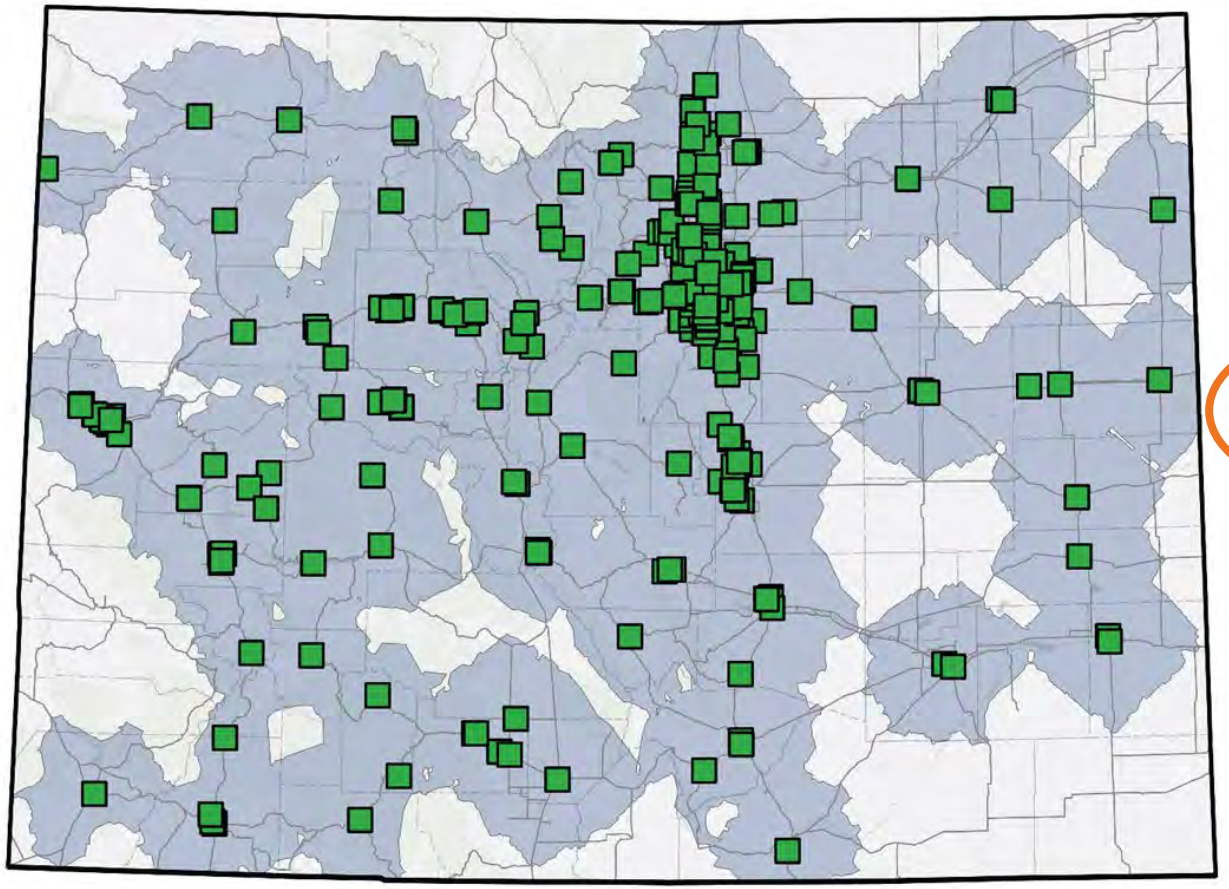
COLORADO Department of Transportation

Data Source: US DOE
Created: September 20

DCFC Coverage in Colorado - July 2026

Publicly Accessible Electric Vehicle Fast-Charging Network

465 Stations as of July 2026 (83% coverage)



State Highway Network

Total Road Miles
9,073

Road Miles Within a 30 Mile Drive of a Fast Charger
7,537

% Coverage
83%

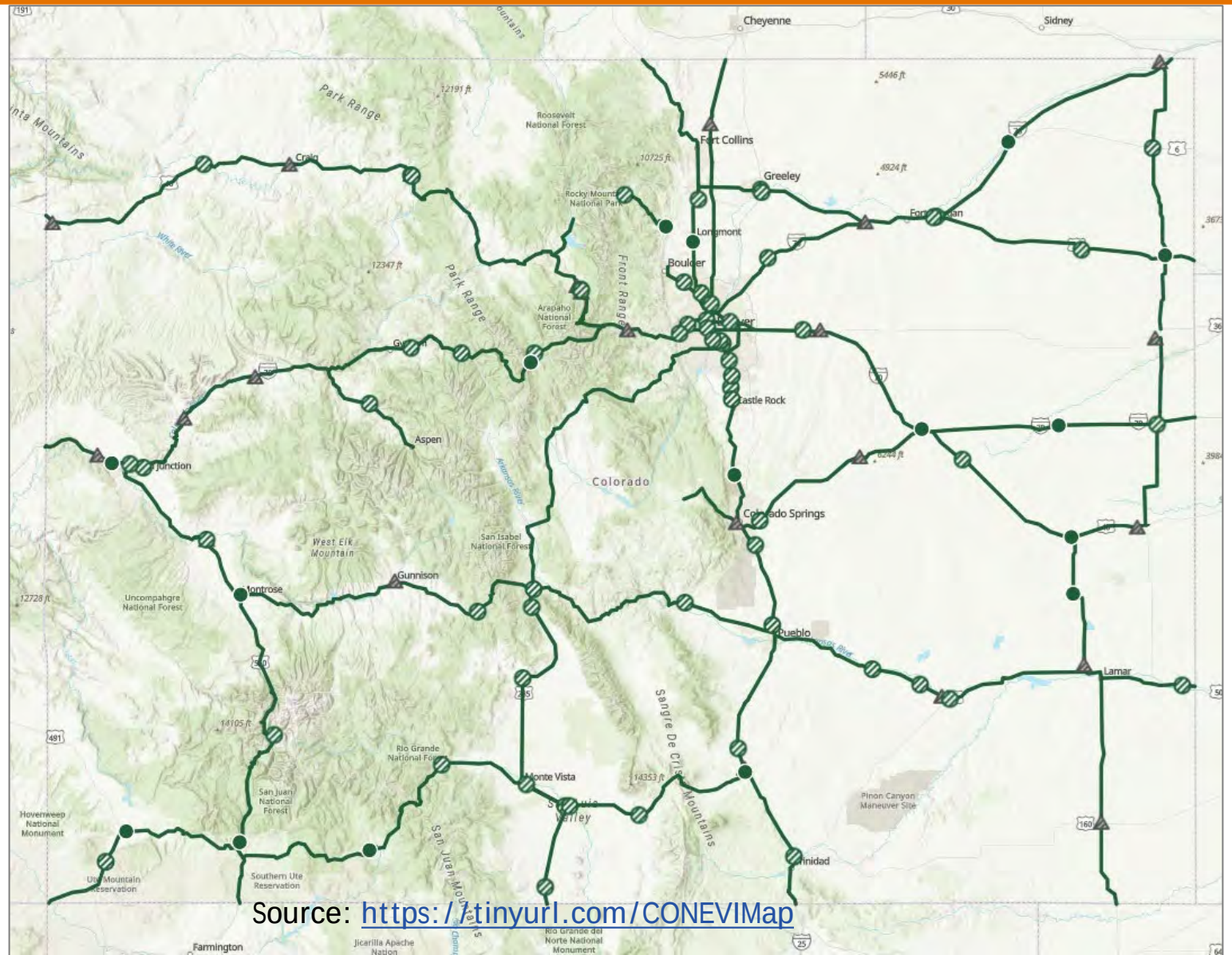
Legend

- DC Fast Charging Stations
- 30 Mile Driving Buffer
- State Highway Network

COLORADO Department of Transportation

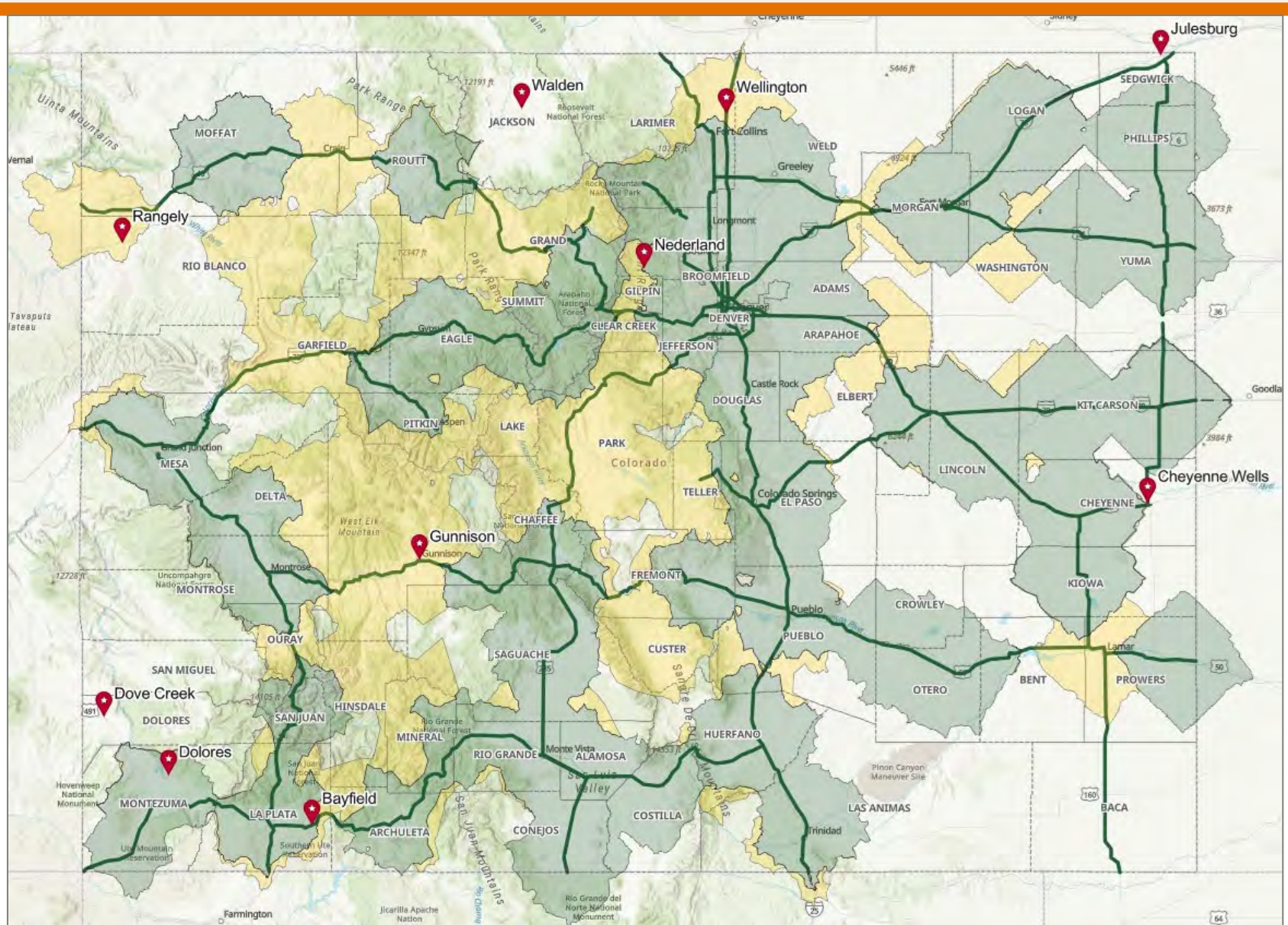
Data Source: US DOE
Created: July 2026

Colorado NEVI Program Awards



Source: https://tinyurl.com/CONEVIMap

DCFC Network Coverage and Priority Communities



What's Next?

- The DCFC Plazas Program is currently soliciting applications for Round 10 and we hope to award all remaining NEVI funds by mid-2027
- Currently we are preparing to submit our request for Fully Built-Out Status to FHWA Colorado
  - If approved, we will have increased flexibility for remaining NEVI Program funds
- Given the timeline of these projects and the frequency at which they withdraw, it is likely that we will be managing active projects until 2029 or 2030
  - There is a 5-year operation requirement for grantees and accompanying yearly retention payments from the State of Colorado to ensure the continued availability of the charging network
- Once NEVI funds are fully expended, CAE funded projects will continue to be awarded indefinitely, but with more flexibility in terms of project types and locations



Grand Junction



Durango



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: David Fox, Property Management Deputy Program Manager and Keith Stefanik, P.E., Chief Engineer

Date: November 18, 2026

Subject: Property Management Workshop: Online Property Auctions and Central 70 Parcels

Purpose

The purpose of this memorandum is to brief the Transportation Commission on two connected topics: Property Management's new proactive disposal program, which uses the CDOT Real Property Viewer and scheduled online auctions to bring excess property to market, and the disposal of Central 70 excess parcels, including the proposed no-cost conveyance of four (4) parcels to the Globeville Elyria-Swansea Coalition Land Trust (GES Land Trust). The workshop also prepares the Commission for two (2) Central 70 declarations of excess resolutions on the consent agenda for the November 19, 2026, Board Meeting.

Action

This workshop is informational; no action is requested. The following resolutions will be presented on the November 19, 2026, consent agenda:

1. Disposal of Central 70 Fair Market Value Parcels: declares ten (10) Central 70 parcels excess and allows for their disposal at fair market value.
2. Disposal of Central 70 Less Than Fair Market Value Parcels: declares four (4) Central 70 parcels excess and allows for their conveyance to the GES Land Trust at less than fair market value, contingent upon FHWA approval.

Background

The Commission's role in disposals. Under Colorado Revised Statute (C.R.S.) 43-1-210(5)(a)(I), CDOT may dispose of property no longer needed for transportation purposes only with an approving resolution of the Transportation Commission. The resolution

concurs with the Chief Engineer that the property is not needed now or in the foreseeable future for transportation purposes (C.R.S. 43-1-106(8)(n)), authorizes CDOT to declare it excess and dispose of it, and sets the terms of disposal. For property acquired with federal-aid funds, the resolution works alongside Title 23, Code of Federal Regulations (C.F.R.) 710.403 and 710.409 and any required FHWA approval, including disposals at less than fair market value.

CDOT Real Property Viewer. CDOT Property Management and Right of Way Programs built the Real Property Viewer over about four years using a combination of digital data mining and hard-copy file scanning. It maps all CDOT right of way, General Ledger property, excess and remainder parcels, and leases, and cross-references county assessor data in most areas. Workflows keep the data current, and a backlog of scanned files is still being actively migrated into the Real Property Viewer. This ongoing integration creates a continuous opportunity to discover additional excess parcels. The tool lets CDOT see excess property statewide, build auction lists region by region, and market parcels proactively.

From reactive to proactive. Historically, CDOT disposed of excess property reactively, selling single parcels only upon request and on the requester's timeline, which left a significant amount of excess property unidentified and unmarketed. Under the new program, CDOT headquarters and Region Right of Way staff use GIS to identify excess property, prepare and package parcels in batches, and offer them through scheduled online auctions open to all bidders, increasing sales revenue and transparency.

Details

Online property auctions. CDOT is contracting with SVN Auction Services to establish an Online Property Auction platform, leveraging the same vendor that has successfully managed Utah DOT's (UDOT) online surplus property auctions since 2019. SVN is the national auction arm of SVN International, with about 1,400 advisors in 200 locations. By pairing its national team with local brokerage expertise, SVN ensures that each CDOT parcel receives maximum visibility. Every property features a dedicated landing page and an online data room, with listings proactively marketed through the global SVN network and national press releases to open bidding to a vast, unrestricted buyer pool. This aggressive, broad-reach model has proven highly lucrative. In UDOT's first four auctions they sold 53 parcels for $45.4 million, outperforming the $38.4 million reserve by 18.3%. The first CDOT online auction for 21 parcels across all five CDOT regions, with an appraised value range of $15.1 million to $21.7 million is targeted for the first quarter of calendar year 2027, and a second auction list is in development.

Central 70 excess parcels. The Central 70 Project left 22 excess and remainder parcels: 14 developable parcels, 5 with value only to adjacent owners, and 3 already sold to Habitat for Humanity for $765,477. CDOT proposes two paths for the 14 developable parcels: ten (10) will be sold at fair market value, and four (4) are proposed for a no-cost conveyance to the GES Land Trust.

Fair market value sales. Ten (10) parcels, Parcels 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev, totaling 432,573 sq ft (9.93 acres +/-) with an appraised range of $5.46 million to $10.07 million, will follow CDOT's traditional sales path: declaration of excess by the Commission, right of first refusal notices to the Department of Personnel & Administration and local governments, and sale through the online auction. Eight (8) of these parcels were purchased by the Bridge and Tunnel Enterprise (BTE) with state funds, and their proceeds ($4.96 million to $6.69 million appraised) will be returned to BTE. Parcels 12-EX and 318-EXRev were purchased with federal-aid funds, and their proceeds ($0.51 million to $3.38 million appraised) will go to Title 23-eligible projects.

No-cost conveyance. CDOT proposes to convey four (4) parcels, Parcels 11-EX, 59-EXRev, 78-EX, and 87-EX, totaling 204,002 sq ft 4.683 acres +/-) with a combined fair market value of $12,539,528, to the GES Land Trust at no cost for uses that serve the public good. The conveyance will be 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, requires annual compliance certification to CDOT, and reverts title to the State of Colorado if a breach is not cured within 120 days. 23 C.F.R. 710.403(e)(1) permits disposal of federally funded excess property at less than fair market value when it is in the overall public interest, with enforceable long-term use restrictions, subject to FHWA approval. FHWA has completed several preliminary reviews of this concept, and the formal approval request is currently being evaluated.

CDOT recommendation. CDOT recommends conveying all four parcels to the GES Land Trust at no cost under 23 C.F.R. 710.403(e)(1). The conveyance requires no new State funds, delivers what the GES community requested, and avoids a $29 million draw on scarce housing funds. The Office of the Governor has concurred that this course of action is in the best interest of the State.

Next Steps

On November 19, 2026, CDOT will request that the Commission approve both Central 70 resolutions on the consent agenda. Following approval, the ten (10) fair market value parcels will proceed to right of first refusal notices and then to the online auction. The four (4) no-cost conveyance parcels will be conveyed to the GES Land Trust, subject to

the recorded deed restriction, upon FHWA approval of the exception to fair market value.

Attachments

Workshop Presentation



COLORADO
Department of Transportation

Property Management Workshop: Online Property Auctions and Central 70 Parcels

November 2026

Agenda

1. **The TC's Role in Disposals**
   How excess property gets to market

2. **A Proactive Disposal Program**
   Real Property Viewer and online auctions

3. **The First Auction and Central 70**
   Declaration of excess memos on tomorrow's consent agenda

4. **Central 70 Fair Market Value Sales**
   Ten parcels on CDOT's traditional sales path

5. **Central 70 No-Cost Conveyance**
   Four parcels to the GES Land Trust

The TC's Statutory Role in Disposals

C.R.S. 43-1-210(5)(a)(I)

CDOT may dispose of any property, or interest in property, that is no longer needed for transportation purposes, subject to an approving resolution of the Transportation Commission.

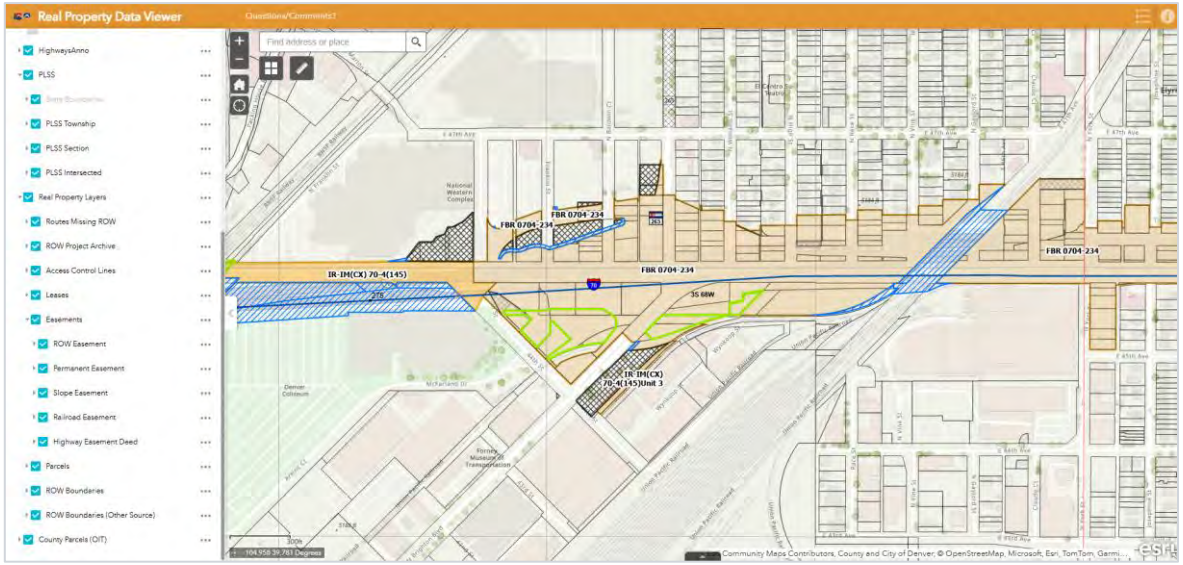
Paraphrased from statute

What the TC's Resolution Does

- Concurs with the Chief Engineer that the property is not needed for transportation now or in the foreseeable future (C.R.S. 43-1-106(8)(n))
- Authorizes CDOT to declare the property excess and dispose of it
- Sets the terms of disposal: fair market value, right of first refusal to a sole adjacent owner (C.R.S. 43-1-210(5)(a)(III))
- For federal-aid property, works alongside 23 CFR 710.403 and 710.409 and any required FHWA approval, and authorization for nominal value disposals.

Without a TC resolution, CDOT cannot sell or convey excess property.

CDOT Real Property Viewer



What It Is

- A visual map of all CDOT right of way, General Ledger property, excess and remainder parcels, and leases
- Cross-references county assessor data in most areas
- Built over about four years of digital data mining and hard-copy file scanning; a backlog of scanned files is still being migrated
- Workflows keep the data up to date

Why It Matters

Built by **Property Management and Right of Way**, the tool lets us:

- See excess property visually, statewide
- Build auction lists region by region
- Market parcels proactively instead of waiting for requests

A Proactive Disposal Program

Before: Reactive

- Sales initiated only upon inbound inquiry
- One parcel at a time, on the requester's timeline
- Excess property went unidentified and unmarketed
- Unrealized revenue

Now: Proactive

- CDOT HQ ROW and Region ROW utilize GIS to identify large amounts of excess property
- Parcels are prepared and packaged in batches
- Public online auctions broaden market access
- Increased excess property sales revenue and transparency in the sales process

Instead of waiting for requests, CDOT will now identify its own excess property, prepare it, and take it to market on a schedule, through a vendor with great market reach.

CDOT Has Hired SVN Auction Services

CDOT has contracted with SVN Auction Services, the same vendor that runs Utah DOT's online surplus property auctions.

Who They Are

- National auction arm of SVN International: about 1,400 advisors in 200 locations serving 500+ markets
- Has run UDOT's program since 2019; UDOT has since extended the partnership
- Pairs its national team with a local SVN brokerage

Buyer Outreach

- A property page for each parcel with maps, photos, and terms of sale
- An online data room with due diligence documents
- Marketing through the SVN advisor network and national press releases
- Open online bidding anyone can join

UDOT Track Record

- Every parcel listed has sold or gone under contract
- Only two parcels needed a second auction
- Only two high bidders defaulted
- $45.4M in sales across 4 auctions and 53 parcels, 18.3% above the $38.4M reserve

Source: UDOT, AASHTO Innovation Initiative, 2020

Auction Schedule

First CDOT online auction targeted for **Q1 2027**, with a second auction list already in development.

Preparing for the First Auction

CDOT Property Management has been proactively preparing for the first auction.

25
parcels across all five CDOT regions

$15.1-$21.7M
appraised value range

11
parcels previously declared excess by the TC

Central 70 Excess Parcels Still Need to Be Declared Excess

- Coordinated with stakeholders on desired outcomes, permissible disposal strategies, and community and state benefits.
- This presentation prepares the Commission for the declaration of excess memos on tomorrow's consent agenda.

Central 70 Excess Parcels

22 total excess and remainder parcels from the Central 70 Project

14
developable parcels

5
of value only to adjacent owners

3
sold to Habitat for Humanity for $765,477

Two Paths for the 14 Developable Parcels

10 **Sell at fair market value through the online auction.**

4 **No-cost conveyance to the GES Land Trust.**

Central 70 Developable Parcels: Two Paths

Fair Market Value Sales (10)

Parcel	Location	Area (SF)	Appraised Range
93-EXRev	4501 N Garfield St	19,485	$19K-$130K
12-EX	4643 N Williams St	2,209	$22K-$85K
94-EX	3601 E 46th Ave N	19,621	$80K-$160K
109-EXRev	5175 E 45th N Dr	29,330	$290K-$410K
96-EX	4605 N Jackson St	36,800	$590K-$740K
122-EXRev	5601 E 45th N Dr	49,197	$660K-$860K
93A-EXRev	4501 N Garfield St	66,253	$880K-$1.14M
96-EX2Rev	4605 N Jackson St	79,585	$1.03M-$1.35M
86A-EX	3495 E 46th Ave N	108,546	$1.41M-$1.90M
318-EXRev	4624 Baldwin Ct	21,547	$485K-$3.29M
Total (10)		**432,573**	**$5.46M-$10.07M**

No-Cost Conveyance (4)

Parcel	Location	Area (SF)	FMV
59-EXRev	2900 E 46th Ave	85,475	$5.71M
78-EX	4503 Adams St	76,665	$5.10M
87-EX	4532 Cook St	17,883	$1.19M
11-EX	E 46th Ave & Brighton	23,979	$0.54M
Total (4)		**204,002**	**$12.54M**

The next slides cover each path: first the fair market value sales, then the no-cost conveyance.

All parcels were appraised in accordance with federal and state regulations. Value per square foot varies with parcel size, shape, and zoning.

Central 70 Fair Market Value Sales

CDOT's Traditional Sales Path

1. FHWA approval for less-than-FMV and Interstate parcels
2. TC declares the parcels excess (consent agenda, tomorrow)
3. Right of first refusal notices to DPA and local governments
4. Sell and distribute proceeds by funding source

Where the Revenue Goes

Bridge & Tunnel Enterprise
$4.96M-$6.69M
8 parcels

CDOT (federal-aid)
$0.51M-$3.38M
2 parcels (12-EX, 318-EXRev)

Total: 10 parcels, $5.46M-$10.07M appraised

- BTE parcels were purchased with state funds; proceeds must be returned to BTE
- Proceeds from 12-EX and 318-EXRev follow federal rules and go to title 23-eligible projects; FHWA approval for both parcels is in progress

No-Cost Disposal Parcels

Desired Community Outcomes

Parcels 59-EXRev, 78-EX, 87-EX (Commercial Mixed Use)

- Food Distribution Center
- Business Incubator Space

11-EX

- Open Space, Playground, Parking, Emergency Vehicle Circulation



Parcel locations, west to east: 11-EX at Brighton Blvd; 59-EXRev, 78-EX, and 87-EX near Steele St

The Opportunity

No-cost disposals of the four Central 70 parcels to the GES Land Trust enables community-driven economic development, at no new cost to the state, while honoring a documented community commitment and complying with federal regulatory requirements; redirecting $29 million in competitive state housing funds to projects elsewhere in Colorado that have no comparable land asset.

Regulatory Framework

23 CFR § 710.403(e)(1) Authority:

Permits disposal of federally funded excess property at less than FMV when disposal supports a documented public purpose with enforceable long-term use restrictions in place.

FHWA Consideration:

FHWA's Colorado Division has given preliminary approval of the concept; CDOT's formal request is under review at FHWA Headquarters.

Why Not Housing?

Housing Could Work

- A feasibility study found 213 affordable units conditionally feasible, with only a $0.8M gap at market land price
- But only with $29.2M in public soft debt on top of competitive tax credits

Not What the GES Community Desires

At both public meetings, residents asked for a "hand up," not a "hand out."

They want a food distribution center and business incubator space that build long-term economic self-sufficiency, not more subsidized rental housing.

AMI Inventory Disconnect

- Study recommended 60-80% AMI units for feasibility
- Community need: 30% AMI

Bottom line: the feasibility study findings do not align with the GES community's long-term goal for neighborhood stability.

Why Not Housing? Soft Debt Is Scarce

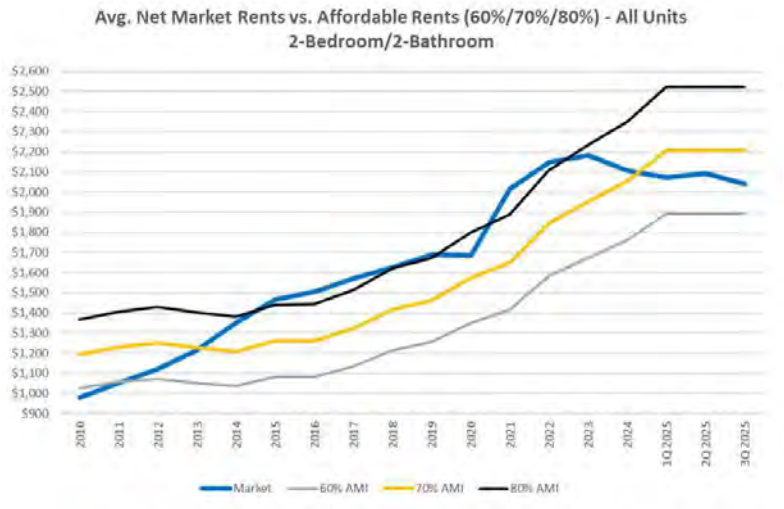
Soft Debt Is Scarce

- **Tax credits:** Half or more of qualified applicants are turned away each cycle; CHFA's 2025 Round One funded 12 of 26 applications
- **Prop 123:** Generates about $300M a year, and demand already exceeds supply
- **HB 26-1360:** Moved $130M from Prop 123 to the General Fund in June 2026, shrinking FY 2026-27 financing funds and putting concessionary debt first in line
- **Soft debt programs:** HOST, CHFA, Division of Housing, and OEDIT programs are oversubscribed every year
- **The math:** $29M is about 10% of Prop 123's annual revenue, and a larger share of this year's reduced financing fund

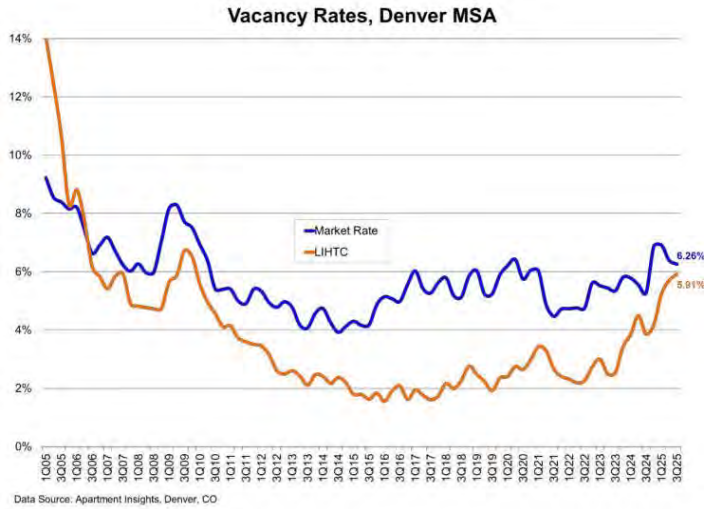
Bottom line: donating avoids a $29M draw on scarce housing funds, leaving that capacity for needed locations including rural and mountain communities.

Why Not Housing? Rental Market Is Soft

Denver's Rental Market Is Soft



Market rent has dropped below the 70% AMI rent limit, about $200 above 60% AMI



Tax-credit unit vacancy is the highest since 2009

Source: Apartment Insights, Denver MSA

Bottom line: more subsidized rental units here would compete with existing affordable units in an already-soft market.

The Land Is the Gap

Three ways to build the community's food hub and business incubator

Scenario 1 · Market Sale

Market developer buys the land at fair market value

($26.8M)

funding gap

Not Feasible

Scenario 2 · Land Donated

Market developer, land donated

($14.8M)

funding gap; the developer still needs a 6-7% return

Not Feasible

Scenario 3 · Land Trust

GES Land Trust owns it, land donated

~$0.2M/yr

operating gap ($175-200K), closeable with grants and program revenue

Viable

Source: WSP Central 70 Final Report and Central 70 nonprofit operating analysis

CDOT Recommendation and Next Steps

Convey all four parcels to the GES Land Trust at no cost under 23 CFR § 710.403(e)(1).

The Right Call

- Delivers the food hub and incubator the GES community wants
- Avoids a $29M draw on scarce housing funds; a sale brings $12.5M once
- No new cost: the parcels were already purchased
- Governor's Office concurs

Protected by Deed

- Community-benefit uses only; private benefit and speculation prohibited
- No transfer without CDOT and FHWA consent
- Annual compliance certification to CDOT
- Reversion to the State if a breach is not cured within 120 days

Path to Conveyance

Completed	Stakeholder coordination Governor's Office review FHWA Colorado Division preliminary approval
Now	TC resolution, contingent on FHWA approval
In review	Formal request at FHWA Headquarters

Request: approve the resolution on tomorrow's consent agenda to declare the four (4) parcels excess and approve their no-cost conveyance to the GES Land Trust, contingent upon FHWA approval.

COLORADO
Department of Transportation

Thank You!

- For more information about the auction program or the Central 70 parcels, please reach out to Hope Wright or David Fox.
  - Email: hope.wright@state.co.us
  - Phone: 720-237-6173
  - Email: david.fox@state.co.us
  - Phone: 720-656-4399

Transportation Commission Meetings
October 14-15, 2026

Transportation Commission Workshop (TC) Notes

Wednesday, October 14, 2026 - 12:30 - 5:00 PM Workshops

Attendance:
Transportation Commissioners present: Chair: Rick Ridder, Vice Chair: Hannah Parsons, Diane Barrett, Barbara Bowman (online), Shelley Cook, Terry Hart, Juan Marcano (online), and Todd Masters.
Commissioners excused: Carl Castillo, Cecil Gutierrez, and Barbara McLachlan.

Joint Workshop with CTIO: Update on Joint Service - Lisa Kaufmann
Purpose and Action: HNTB and BNSF contracts were executed last month to begin design and preliminary engineering needed to refine cost estimates and prepare for construction. Design should be 30% complete by the end of Q4 2026, and completed with refined cost estimates by the end of Q1 2027. Current operating cost estimates put this project at around $30-36M total, and in the $10-12M/year range (consistent with projections to the RTD, CTE, and CTIO Boards in February).

Joint CTIO Workshop Adjourned at 12:37 PM

DRCOG GHG Transportation Report - Jacob Riger
Purpose and Action: The Denver Regional Council of Governments' (DRCOG) 2050 Regional Transportation Plan (2050 RTP) has been updated and must continue to demonstrate compliance with the state's Greenhouse Gas Transportation Planning Standard (GHG rule). DRCOG staff will provide an overview of the 2026 Updated 2050 RTP and associated Greenhouse Gas Transportation Report. No action anticipated this month. The Commission will be asked to review and accept DRCOG's GHG Transportation Report at the November 2026 Transportation Commission Meeting.

More details on this workshop are in the October 2026 TC Packet (Pages 4 - 47).

Discussion

- Commissioner Cook helped verify that off-model projects are not included. This model helped get DRCOG "really, really close" to compliance, and they did not feel the need to go through the administrative burden needed to include that very small portion of projects. Jacob added that not even the most sophisticated models cannot capture the mitigation effects of every possible transportation investment.
- Commissioner Marcano asked how many of the many capacity projects in DRCOG are captured in this model. Jacob noted that many of these projects are locally funded and near the edges of DRCOG's boundaries (where most of its growth is occurring). DRCOG uses more collaboration than control in working with its 59 member governments. Colorado's statewide model was based on the DRCOG model, which includes simulations of different potential multimodal efforts along with more specific data.
- Commissioner Marcano asked about recent signal timing changes, and how that could help improve transit service (even beyond current and planned Bus Rapid Transit (BRT) routes). DRCOG's Traffic Operations team works on this with local, state, and federal partners.
- Commissioner Marcano asked about land use (especially new state policies around this) versus local control. DRCOG's Long Range Plans include working with the State Demography Office from the state to local levels, and its Regional Housing Needs Assessment looks even more deeply into land use. CDOT Executive Director Lew added that CDOT's transportation and land use modeling efforts are best-in-class, and even being copied by other states.
- Chair Ridder asked about the depreciation of emissions, and wondered what's causing the blip (increase) from 2040 to 2050 (see Packet, p. 17). Jacob will check with staff about this.

Budget Workshop - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: The Division of Accounting and Finance (DAF) is requesting Transportation Commission (TC) review of the Proposed FY 2027-28 Annual Budget Allocation Plan, and feedback to the Department in preparation for the approval of the Proposed FY 2027-28 Annual Budget Allocation Plan in November 2026. Staff will return in February 2027 to present the draft Final Budget Allocation Plan and the TC will be asked to adopt the final budget in March 2027.
This workshop will specifically cover the following topics:

- Proposed FY 2027-28 Annual Budget Allocation Plan;
- New Design for Revenue Allocation Plan;
- Proposed Budget Highlights:

    - FY 2027-28 Revenue Forecast;
    - Budget for 10 Year Plan Projects (Lines 10, 19 and 46);
    - Debt Service (Line 70);
- Additional Potential Changes for the FY 2027-28 Budget:
    - Statewide common policies, and increases to staff salaries and benefits;
    - Administration (Line 67);
    - Legislative Changes;
    - Decision Items.

More details on this workshop are in the October 2026 TC Packet (Pages 48 - 70).

Discussion

- Vice Chair Parsons appreciated the new formatting split in these reports between capital, grants, and operations amounts.
- Chair Ridder noticed a $21M increase in CDOT's FY2027-28 Budget, thought that was negligible, and asked about standard inflation rates in the transportation industry considering the 2026 spikes in gasoline and diesel prices. Jeff deferred to CDOT Engineering, and lean state budget years usually lead to smaller (if any) increases. Chief Engineer Stefanik cited 4-6% inflation in normal times, and that this budget does not cover the latest inflationary pressures. Chair Ridder thanked the DAF team for the minimal losses in CDOT's budget due to higher-than-expected inflation.
- Commissioner Cook is nervous about the cash fund, and wonders what happens if it falls below the threshold. Jeff notes that CDOT maintains a 36-month cash forecast, and recognizes that its many multi-year projects require action long before reaching any thresholds.
- Commissioner Cook asked about any potential effects of Amendment 87 ("Graduated Income Tax" measure on Colorado's 2026 ballot). Jeff does not see any direct effects if this passes, but expects less budgetary pressure in general.
- STAC Chair Gary Beedy asked how reductions in diesel taxes can affect funding. Jeff does not have any analysis of this yet, but notes that red dye fuel (used mainly for agriculture) can now be used for on-road vehicles as a result of this Presidential Executive Order.
- Vice Chair Parsons followed up on the red dye diesel order, wondering where those diesel taxes go. Jeff said they go to the Highway Users Tax Fund (HUTF), and to the Bridge & Tunnel Impact Fee.

FY 2026-27 Budget Amendment - Jeff Sudmeier, Bethany Nicholas

Purpose and Action: DAF is requesting the TC to review and adopt the third budget amendment to the FY 2026-27 Annual Budget, which consists of one item that requires TC approval. The third budget amendment reallocates $6.1 million total from the Maintenance Reserve Fund (Line 36) to the Roadway Surface Maintenance Program Area (Line 24) for pavement preservation projects. This workshop also discussed a proposal to "Repurpose Remaining Wildfire Mitigation Funds for Pavement Preservation."

More details on this workshop are in the October 2026 TC Packet (Pages 71 - 85).

Discussion

- Region 3 Director Jason Smith provided details around this amendment. The Aspen Airport will close for construction through much of 2027, forcing additional traffic in the area. CDOT did not want to add to this with construction detours, but delaying the Glenwood Canyon project by a year would be subject to notable inflation.
- Executive Director Lew noted that this project has been planned for much longer than the airport closure, but wanted to minimize any combined impacts on the Roaring Fork Valley. Having the same Kiewit construction manager on this project that worked on the US 50 project makes CDOT more confident in this delay not lasting any longer than expected.
- Commissioner Masters wonders about travel times between Denver and Grand Junction, and how many other construction projects might be happening along that corridor in 2027. Jason does not expect to see nearly as many projects affecting these travel times. Executive Director Lew added that Vail Pass is almost done, Floyd Hill is affecting traffic less, etc. The Glenwood Canyon project still needs to happen, and it should be a supplemental (instead of Region 3) budget need.
- Chair Ridder wonders about deterioration on CO 82, around Grand Junction, and other parts of the highway system as a result of airport construction detours. Jason agreed, and (even though he doesn't expect any major impacts) noted that Region 3 will just have to be ready for potential unexpected events.
- Maintenance and Operations Director Shawn Smith provided details on CDOT's Roadside Fire Mitigation efforts over the spring and summer of 2026. These efforts ended up costing much less than the $10M previously allocated, and proposed that the remaining $6.1M be used for pavement preservation projects (see Packet, pp. 73 - 85).

- Commissioner Masters wonders if wildfire mitigation should become a more regular - even annual - process. CDOT will at least seek these services through an “Indefinite Delivery, Indefinite Quantity (IDIQ)” contract, and then spend that money as needed for years to come.

Bridge and Tunnel Enterprise (BTE) Budget Workshop - Patrick Holinda, Katie Carlson

Purpose and Action: The Bridge and Tunnel Enterprise Board of Directors (BTE Board) is being presented with a Statewide Bridge and Tunnel Enterprise fiscal year (FY) 2027-28 Draft Proposed Annual Budget which consists of the Special Bridge Revenue Fund (C.R.S 43-4-805(3)(a) (Fund 538) and the Collision Prevention Fund (C.R.S 43-4-805(3.5)(a) (Fund 549) for review and comment.

More details on this workshop are in the October 2026 TC Packet (Pages 86 - 109).

Discussion

- Commissioner Cook noted higher than expected administrative costs. Patrick attributes this to campaign startup and public outreach in the first year, and likely less of this spending in subsequent years.
- Commissioner Cook asked if “Compensation” is for new staff. Patrick cited help from the Division of Transportation Development (DTD) and various CDOT regions, and does not foresee the need for a new hire to handle this work.
- Vice Chair Parsons asked about the outreach campaign. BTE is working with CDOT Communications and county clerks on some advertising and other potential outreach efforts.
- Chair Ridder asked when this fee starts getting collected: January 1, 2027. This is an optional fee, so an opt-*out* will also be available. Commissioner Masters and Patrick both noted the education process needed to explain this fee’s opt-out, other fees’ opt-*in*, etc.
- Patrick provided details on BTE’s FY27 Budget Supplement, requesting $1.3M for a bridge in Poor condition on CO 9 over the Union Pacific Railroad (Structure ID D-11-N), and $8.6M for passing lanes and safety improvements on US 287 over Dale Creek (Structure ID A-15-A).
- Chair Ridder commented as a weekly traveler on CO 9, and looks forward to seeing this project expedited.

Fuels Impact Enterprise Draft FY 2027-28 Draft Budget - Darius Pakbaz

Purpose and Action: This workshop provided a summary of the draft budget for Fiscal Year 2028 for adoption by the Fuels Impact Enterprise Board of Directors (FIE Board).

More details on this workshop are in the October 2026 TC Packet (Pages 110 - 120).

Discussion

- Commissioner Masters asked a question, but the YouTube audio went out. When the audio was restored, DTD Director Pakbaz was describing various projects that FIE has already funded.
- DTD Director Pakbaz confirmed that this fee sunsets on January 1, 2030. Vice Chair Parsons wonders if it could be extended or renewed, which would ultimately be up to the State Legislature.

Alternative Construction Delivery Methods - Casey Valentinelli, Tony Brindisi, Heather Paddock

Purpose and Action: This workshop provided an overview of the SB21-260 statutory requirement for CDOT capital projects using an alternative delivery method

- I-25 at Speer & 23rd interchanges in Region 1; and
- I-25 Segments 3B & 4 in Region 1 and 4 where staff are recommending the use of Construction Management/General Contractor (CM/GC) delivery method.

Region 1 and Region 1&4 are requesting TC adopt two resolutions that support staff's recommendation for Speer & 23rd and I-25 Segments 3B & 4.

More details on this workshop are in the October 2026 TC Packet (Pages 121 - 161).

Discussion

- Commissioner Masters asked if there was any downside to participating in this method. Region 4 Director Paddock noted that there are a variety of opinions in the industry, and that negotiations end after three rounds with a low-bid process. Chief Engineer Stefanik added that Alternative Delivery means that more than one contractor is usually involved, and that it can be a better option for certain types of projects.
- Commissioner Masters asked if Alternative Delivery places any additional burdens on CDOT. Director Paddock cited additional outreach and risk assessment requirements. Executive Director Lew added that CDOT has added this TC input opportunity out of an abundance of caution. Alternative Delivery

has worked well on these I-25 projects, with much of it being delivered within scheduling and budget estimates.

Road Enterprise Workshop - Darius Pakbaz

Purpose and Action: This workshop summarized pavement needs and improvement projects on the State Highway System, and described the new Road Enterprise enacted under House Bill 26-1430 and signed into law on June 4, 2026. The Enterprise offers a dedicated tool to address long-term pavement preservation, repair, and replacement.

More details on this workshop are in the October 2026 TC Packet (Pages 162 - 201).

Discussion

- Executive Director Lew began this segment with an overview of the Road Enterprise and its relation to Colorado's greater road needs. The State Legislature added this at the end of its 2026 session, and would go through even if Initiative 175 ("Restore Our Roads") had stayed on the November ballot and passed. The Road Enterprise will provide a permanent and stable source of funding for road pavement repairs and other maintenance.
- Executive Director Lew commented on the "Hypothetical Scenario" of what this enterprise can contribute with additional resources (see Packet, p. 187).
- Chair Ridder asked about this funding's source, which is the Oversized/Overweight Fee. Finance Director Sudmeier added that this used to be a "miscellaneous" fund in the CDOT budget. Executive Director Lew added that the State Legislature created this enterprise through a late amendment to HB26-1430 ("Transportation Funding Adjustments").
- Chair Ridder asked if bonding is a possibility to raise remaining funds, and TC Attorney Austin Curry confirmed that it is.
- Commissioner Barrett asked where the funding limitation came from, which was Amendment 117 (Require Voter Approval of Certain New Enterprises Exempt from TABOR Initiative, passed in 2020).
- Commissioner Hart thanked CDOT for this work, and looks forward to this important new funding. He asked how the enterprise determined its regional budget allocations (see Packet, p. 186), and Director Pakbaz promised to discuss this in more detail at future Road Enterprise Board meetings. Executive Director Lew added the possibility of a future fee package, and expects many

of these questions to be addressed before and during the 2027 State Legislative session.

- Commissioner Cook stressed the importance of clarity in making these funding decisions.
- Vice Chair Parsons looks forward to discussing Board policies that determine funding allocations, and potential new fees.

I-270 Corridor Improvements Project Update - David Merenich

Purpose and Action: This workshop provided an update on the Interstate 270 (I-270) Corridor Improvements Project. It focused on key areas including the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), upcoming construction to replace eight critical bridges, scheduled outreach events, and ongoing community enhancement initiatives. It highlighted strong stakeholder support for initiating the FEIS/ROD preferred alternative and emphasized the urgent need to repair I-270 bridge infrastructure, supported by insights from the Bridge and Tunnel Enterprise (BTE).

More details on this workshop are in the October 2026 TC Packet (Pages 202 - 217).

Discussion

- Chair Ridder asked about total time from the first dig until the final vehicle goes through. David is projecting no more than six (6) years based on current funding, and potentially sooner if more funding becomes available.

Adjourned at 4:38 PM.

Transportation Commission (TC) Board Meeting

Thursday, October 15, 2026 - 9:00 AM

Call to Order, Roll Call

Eight (8) Transportation Commissioners were present: Chair Rick Ridder, Vice Chair Hannah Parsons, Diane Barrett, Shelley Cook, Juan Marcano, Barbara Bowman, Terry Hart, and Todd Masters.

Commissioners Carl Castillo, Cecil Gutierrez, and Barbara McLachlan were excused.

Public Comments

Public Commenters YouTube Video:
https://www.youtube.com/live/_ze5OJhocZI
Timestamp 0:54 - 43:26

- Katherine Gale (Chief Legal Counsel for Integrity Matters) addressed the environmental assessment and other considerations of a potential new overpass at County Line Road between Douglas and El Paso Counties. The wildlife overpass just one mile north of this area has significantly reduced wildlife strikes. This new interchange, however, would be where Colorado Parks and Wildlife considers an elk and mule deer highway crossing area. Moose and other protected species are also common in this area. She hopes CDOT puts both environmental and traffic concerns in the forefront when considering this potential new overpass.

- Laurel Schal (a long-time resident of Palmer Lake) shared her concerns over traffic impacts from a new Buc-ee's in the Tri-Lakes area. She wants to make sure current traffic patterns are preserved despite this development.

- Lynette Posada (resident of Monument) has shared multiple reports with County Commissioners, and wants TC and CDOT to consider them in ways that other decision makers have not until now. Official estimates of traffic design and volumes are not making sufficient consideration of population growth, environmental impacts, and emergency management.

- Dana Duggan (President of Integrity Matters) shared multiple reports with TC about the potential impacts of a new Buc-ee's in Palmer Lake. She has spoken with other communities that now have a Buc-ee's, and at least one has seen

traffic backups of up to 30 miles.

- Atis Jurka (resident of Palmer Lake, and a member of its Board of Trustees) shared multiple concerns over a potential new Buc-ee's. Emergency evacuations and truck traffic are not being addressed under the current study, even though an exit lane was lengthened to one (1) mile long just to handle Renaissance Fair traffic.

- Nancy Jurka (Atis's wife, and standing in for Marty Brozek) shared her concerns about how much more lighting would come with a new Buc-ee's, endangering Palmer Lake's Dark Sky designation. Vehicle crashes and emergency evacuations would be affected significantly by the increased traffic.

- Karen Steuth (Palmer Lake resident) noted that the I-25 / County Line Road interchange is not just for commercial development, but how she and her neighbors get home. Monument Hill is not a normal stretch of interstate: the combination of its regular inclement weather and a potential Buc-ee's would compound the challenges of handling vehicle crashes, protecting the environment, and emergency evacuations.

- Roger Moseley (Palmer Lake Trustee) is appalled by the changing estimates of traffic from a new Buc-ee's, and wants TC and CDOT to pay close attention to this data. He also shared concerns over increased benzene and other toxic emissions from dozens of new gas pumps in the area. The County Line exit lane is not nearly long enough to handle this new traffic, and Monument Hill's weather would make all of these conditions worse. He does not want to see the town or county pay for any of these improvement needs.

- Matthew Grubesic (long-time El Paso County resident) shared videos of traffic around a Buc-ee's in Arizona. Despite that Buc-ee's being next to an 8-lane highway, traffic still had to be detoured due to overwhelming volume. "Now imagine all of that happening on Monument Hill." Outdated zoning ordinances allowed El Paso County to classify this Buc-ee's as a convenience store, and a county official who helped approve this in 2017 is now a consultant for Buc-ee's. "This wreaks of impropriety: citizens' concerns are not being addressed (or even heard)," and urges TC to not approve this development.

- Amy Phillips is concerned about the I-25 / County Line Road interchange, and how much more of a burden a new Buc-ee's would place on it. She suggested moving this Buc-ee's to the site of Pike Peak International Raceway (PPIR) south

of Colorado Springs: it's already a developed area, there's no need for this north of Colorado Springs, they'd have more customers once PPIR re-opens, and she thinks they'd be more welcome on the south side of Colorado Springs.

- Renee Trudell was called, but did not answer.

- Frederick Darling was called, but did not answer.

- Gene Kalesti (Palmer Lake Resident, former parks commissioner, and Rocky Mountain Institute's 2023 Crew Leader of the Year) has spent years in environmental restoration and protection, and is deeply concerned over a new Buc-ee's on Monument Hill. Emergency evacuations may have to happen by walking. He noted Governor Polis and Senator Bennet appealing directly to the founder of Buc-ee's to consider a location where its presence is welcome. CDOT should study this entire situation (traffic, lighting, water, etc.), hold more thorough public involvement, and preserve this area.

- Debbie Hall (long-time resident of Monument Hill) shared how harsh the weather in her area can be, and the added challenges of traffic and emergency management. A new Buc-ee's in this area would compound these challenges. She asked CDOT to judge the actual traffic, look at impacts on the larger area. She also suggested that Buc-ee's consider a location further south, even closer to Pueblo.

- TC also received written comments from Jeffrey Woodruff (Chair of the Pitkin County Board of Commissioners), Tom Boyd (Chair of the Eagle County Board of Commissioners), Rick Pelton (Cheyenne County Commissioner), Atis Jurka (Palmer Lake Trustee), Warner De Leon, David Marks, Karen Studt, Roger Mosley, Jamie Murphy, Darren Feik, Angela Feik, Frederick Darling, Laurel Shaw, Jean Colletti, Gage Parish, Deborah Hall, Dana Dugan (President and Co-Founder of Integrity Matters), Leslie Penton, Mike Stern, and Don Hume.

For more details on public commenters who signed up and any written comments that may have been submitted to the TC, please reach out to the TC Secretary, Herman Stockinger at herman.stockinger@state.co.us.

CDOT Executive Director's Report - Shoshana Lew

- Executive Director Lew noted a very busy month for CDOT, moving from construction season into the winter, and a celebration of Region 2's work during the Aspen Acres Fire. CDOT just started its work on I-270, and should finish its

work on Vail Pass within the next month. There have been several events marking construction progress on Floyd Hill and along I-25 north. FHWA will join CDOT next week to discuss traffic management and other issues. Winter Snowfighting season starts soon, providing an opportunity to celebrate those who keep Colorado's roads passable through the winter.

Comments of the Chair and Commissioners

- Vice Chair Parsons thanked all who provided public comments, thanked CDOT staff for this month's substantial TC packet, and thanked all who attended the Military Access and Mobility Safety Improvement Project (MAMSIP) ribbon cutting in Colorado Springs.

- Commissioner Masters thanked CDOT for all the work that went into yesterday's workshops. He especially thanked all who've worked on the I-270 project, which has many more stakeholders and considerations than most other projects.

- Commissioner Hart thanked the public for its comments, all of which will be given serious consideration. He looks forward to the I-270 project providing major relief to both traffic congestion and local impacts. He's thrilled about the Road Enterprise starting to improve rural road conditions despite still-limited funding and increasing inflationary pressures. And Colorado's elevation and radical weather changes (like this week's snow, right after a summer of record heat) remind us of CDOT's incredible challenges with maintaining its system.

- Commissioner Bowman attended a Colorado Open Space Alliance (COSA) event in Crested Butte, and noted how many people were surprised with Colorado having so many scenic byways, and so many of them being electrified. This event gave extra recognition to CDOT for work on the Hanging Lake, Mount Blue Sky, and Blue Mesa Bridge projects. She got to see firsthand how well CDOT responds to traffic incidents like she saw on US 50. Thanks again to CDOT and Region 3 for deferring work on I-70 through Glenwood Canyon while the Aspen Airport is closed.

- Commissioner Marcano shared concerns with Colorado's air quality, its worst in decades this year. His wife (age 39) has had persistent asthma attacks throughout this past summer's ozone season, leading to a two-night hospital stay that cost $100k. She's now on home oxygen, and had to go back into the ICU for heart & lung dialysis. This has all served as an important reminder of

how any request for “capacity improvements” has significant environmental and health impacts, and TC should cut through the flawed modeling that promises lower congestion and air pollution while increasing vehicle miles traveled. This has not once ever resulted in that outcome, and we need to do better for ourselves and those yet to come.

- Commissioner Cook noted how the I-70 / Kipling interchange has been closed for several days over the past month, and will need even more work to replace it in a few years. She acknowledged CDOT and Region 1 for its work to make these closures as smooth as possible. She’s taken several Bustang tours to show others how easy it is to take transit into the mountains. She also appreciated how much of both the I-270 and I-25 North projects include transit with mobility hubs and more streamlined interchanges. Bus travel times are already competitive with driving, and should soon be even shorter.

- Commissioner Barrett thanked CDOT again for holding the September TC meeting in Pueblo with a bus tour of several CDOT facilities along the way.

- Chair Ridder noted that “this is the slippery season” of ice, snow, and leaves, and asked all travelers on all types of vehicles to take extra care. He thanked CDOT for all the help and information it provides travelers, especially when there’s a major traffic accident. The Region 3 Maintenance team near Steamboat fixed guardrails after 6-9 months, and he reminds his neighbors to check the website.

Chief Engineer’s Report - Keith Stefanik

- Chief Engineer Stefanik passed on his report in the interest of time.

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

- CTIO Director Darlington added to yesterday’s Joint Service update, and that she’ll be Chair of its Oversight Committee (JSOC) over the next year. CTIO has hired Brandon Schafer to help further coordinate Joint Service.

Federal Highway Administration (FHWA) Report - Liz Kramer

- Liz wished everyone a Happy New Fiscal Year, and looks forward to the FHWA Ambassador to Colorado visiting next week.

Statewide Transportation Advisory Committee (STAC) Report - Gary Beedy

- Chair Beedy noted that the October STAC meeting included updates on rest areas, Clean Transit Enterprise, Transportation Alternatives Program (TAP) and Safe Routes to School programs opening soon, Strategic Growth laws and Neighborhood Centers (and the burdens they can place on small rural communities). The next STAC meeting will be in-person at CDOT on November 5, and will include many of the same topics covered at this TC meeting. STAC will also re-visit the idea of establishing an Active Transportation Advisory Committee.

Consent Agenda - Herman Stockinger

- Proposed Resolution #1: Approve the Regular Meeting Minutes of September 17, 2026;
- Proposed Resolution #2: IGA Approval >$750,000;
- Proposed Resolution #3: Disposal Parcel Disposal Lots 16, a portion of lot 24, all in Block 20, Cripple Creek Colorado;
- Proposed Resolution #4: Disposal Parcel 1-EX, US 40 (West Colfax) and Pike Street, Golden CO;
- Proposed Resolution #5: Disposal Parcel A1-Rev, US 85 (S. Santa Fe Dr) and W Dartmouth Ave, Englewood;
- Proposed Resolution #6: Disposal Parcels 6-EX and 6A-EX, US 287, Prowers County;
- Proposed Resolution #7: Wolf Creek West Maintenance Facility - Granting a Utility Easement to La Plata Electric Association; and
- Proposed Resolution #8: US Highway 160A Access Permit Appeal.

- Commissioner Masters moved to approve this consent agenda, Commissioner Cook seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #9: Speer/23rd Bridge/Interchange Reconstruction Alternative Delivery Recommendation Approval - Tony Brindisi

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

Discuss and Act on Proposed Resolution #10: I-25 Segment 3B/4 Alternative Delivery Recommendation Approval - Heather Paddock

- Commissioner Cook moved to approve this resolution, Commissioner Masters seconded, and it passed unanimously.

Discuss and Act on Proposed Resolution #11: 3rd Budget Supplement of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

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

Discuss and Act on Proposed Resolution #12: 3rd Budget Amendment of FY 2026-27 - Jeff Sudmeier, Bethany Nicholas

- Commissioner Marcano moved to approve this resolution, Commissioner Cook seconded, and it passed unanimously.

Recognitions and Other Matters

- Recognizing the Runners-up and Winners of the FY26 CDOT Innovations Challenge - Shawn Smith, Gary Vansuch
    - The Outstanding Tool Improvement Award:
        - Runners-up:
            - Matt Stearns, Tim Meagher, Robert Roscoe, and John Martensen (Region 2): “Bolt-on Chute System for Sander V-Box”
            - Jamie Lawson (Region 5): “Auger Stuffer”
        - Winner: Josh Horton (Region 4): “Box Culvert Cleaner”
    - The Outstanding Productivity Improvement Award:
        - Runner-up: Summer Slama and Cameron Olvey (Region 2): “Prairie Dog Scoochin’”
        - Winner: Ryan Peiffer (Region 4): “ROW / Survey GIS Web and Field Maps Integration”
    - The Outstanding Business Process Improvement Award:
        - Runner-up: Brian Varrella, Kalli Waller, and Brian Campbell (Regions 4 and 5): “2D Quick Checks”
        - Winner: Jessica Terry, Berkeley Williams, Stephen Ranum, and Nyssa Beach (Division of Engineering): “SIMSA - System for Inspection and Management of Structural Assets”

    - The Outstanding AI-Enabled Improvement Award:
        - Honorable Mention: Sonia Irakoze (Engineering intern): “The CDOT Compass”
        - Winner: Remy St. Pierre and Ally Magish (Region 1): “Program Management Oversight (PMO) AI”
    - The People’s Choice Award:
        - Runner-up: Ryan Peiffer (Region 4): “ROW / Survey GIS Web and Field Maps Integration”
        - Winner: Summer Slama and Cameron Olvey (Region 2): “Prairie Dog Scoochin’”
- Commissioner Cook thanked CDOT for this challenge, one of her favorite events each year. Chair Ridder echoed this praise, and hopes that they extend far beyond Colorado.

Adjournment

- The TC Board Meeting adjourned at 10:57 am.
- **The next Transportation Commission Workshops and Board Meeting are scheduled for Wednesday - Thursday, November 18-19, 2026.**

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Lauren Cabot
Date: November 2, 2026

Subject: Intergovernmental Agreements over $750,000.00

Purpose

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

Action

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

Background

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

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

Next Steps

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

Attachments

IGA Approved Project List

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: David Fox, Property Management Deputy Program Manager and Keith Stefanik, P.E., Chief Engineer

Date: November 19, 2026

Subject: Disposal of 11-EX, 59-EXRev, 78-EX, and 87-EX at Less Than Fair Market Value, City and County of Denver

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including legal descriptions and maps, to declare four (4) separate parcels as excess property and to approve their conveyance to the Globeville Elyria-Swansea Coalition Land Trust (GES Land Trust) at less than fair market value, contingent upon FHWA approval. These parcels are all located in the general vicinity of I-70 between N. Brighton Blvd. and N. Madison St. in the City and County of Denver.

Action

In accordance with Colorado Revised Statute (C.R.S.) 43-1-106(8)(n) and C.R.S. 43-1-210(5), CDOT is authorized, subject to an approving resolution of the Transportation Commission and in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.409(a), to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 1 is requesting the Transportation Commission adopt a resolution to declare these four (4) parcels as excess property and allow for their conveyance to the GES Land Trust at less than fair market value, contingent upon FHWA approval of an exception to fair market value under 23 C.F.R. 710.403(e)(1). FHWA has completed several preliminary reviews of this concept and the formal approval request is currently being evaluated.

Background

The subject properties consist of vacant remaining portions of parcels acquired by CDOT with federal-aid highway funds in the 1960s for Project No. I 70-4(28)286, the original

construction of I-70, together with portions of Parcel AP-1 of the Central 70 Project (Project No. FBR 0704-234). Following completion of the Central 70 Project, Parcels 59-EXRev, 78-EX, and 87-EX are the vacant remainders of the former N. Steele St. on- and off-ramps, and Parcel 11-EX the vacant remaining portion of E. 46th Ave. North. No state highway improvements have been or will be built on them.

The individual parcel descriptions are as follows:

1. Parcel 11-EX: 23,979 sq ft (0.550 acres +/-) - Located north of I-70 between N. Brighton Blvd. and N. Williams St. near E. 46th Ave. North.
2. Parcel 59-EXRev: 85,475 sq ft (1.962 acres +/-) - Located south of I-70 near 2900 E. 46th Ave.
3. Parcel 78-EX: 76,665 sq ft (1.760 acres +/-) - Located south of I-70 near 4503 N. Adams St.
4. Parcel 87-EX: 17,883 sq ft (0.411 acres +/-) - Located south of I-70 near 4532 N. Cook St.

Collective Total: 204,002 sq ft (4.683 acres +/-)

Pursuant to 23 C.F.R. 710.403(b), CDOT Region 1 has determined that disposing of these parcels will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

Details

CDOT Region 1 has determined that these parcels are no longer needed for transportation purposes. The parcels have a combined appraised fair market value of $12,539,528.

CDOT proposes to convey the parcels at no cost to the GES Land Trust, a 501(c)(3) nonprofit organization. Because the parcels were acquired with federal-aid highway funds, a conveyance at less than fair market value requires FHWA approval of an exception under 23 C.F.R. 710.403(e)(1), which allows an exception when it is in the overall public interest based on social, environmental, or economic benefits. The conveyance will be 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 CDOT if the restriction is breached and not cured.

CDOT has submitted its request to FHWA. If FHWA does not approve the exception, CDOT will not convey the parcels under this resolution.

Conveying these parcels to the GES Land Trust represents a more strategic, high-return investment for the State than either a conventional sale or traditional affordable housing development. While a sale would generate a one-time revenue of approximately $12.5

million, developing the site as subsidized rental housing would heavily drain limited public capital, requiring roughly $29 million in competitive state housing funds and tax credits. By contrast, this no-cost conveyance is a one-time, non-expenditure action that requires no new State funds since the land is already purchased. This allows the State to preserve that $29 million for other Colorado communities lacking comparable land assets, while empowering the GES Land Trust to immediately develop self-identified needs, such as a food distribution center and business incubator spaces, without relying on extensive public capital. Recognizing these distinct fiscal and community advantages, the Office of the Governor has concurred that this conveyance is in the best interest of the State.

Through this disposal, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with ownership of these four parcels. No sale proceeds will be generated.

Next Steps

Upon approval of the Transportation Commission and pending FHWA's approval of the exception to fair market value, 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 will convey the parcels, collectively containing 204,002 sq ft (4.683 acres +/-), to the GES Land Trust subject to the recorded deed restriction.

Attachments

Legal Descriptions and Exhibits

EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 11-EX
PROJECT CODE: 19631
DATE: July 2023
DESCRIPTION

A parcel of land No. 11-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 23,979 sq. ft. (0.550 acres), more or less, lying in the NW quarter of the NE quarter of Section 23, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No's. 11 (Book 8921, Page 392), 12 (Book 8949, Page 257), 4 (Book 8914, Page 1), 5 (Book 8978, Page 257), 6 (Book 8921, Page 388), 7 (Book 8978, Page 252) of CDOT Project No. I70-4(28)286 acquired by deeds recorded under the reception no's, also being a portion of Parcel AP-1 (2017128177) of said Project No. FBR 0704-234, said deeds are filed in the records of the City and County of Denver, said parcel No 11-EX being more particularly described as follows:

Commencing at an aluminum 2.5" cap marked Range Point, LS 38206, in a range box at the terminus of a 20 foot range line on 47th Ave. at Williams St., whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on 47th Ave at Franklin St bears N89°51'24"E on said range line a distance of 299.91 feet; thence S00°08'18"E, on a 20 foot range line a distance of 406.56 feet; thence 20.00 feet west perpendicular to said 20 foot range line, to a point on the west right of way line of said Williams St., said point being the POINT OF BEGINNING;

1. Thence S. 00°08'18" E., on said west right of way line, a distance of 62.15 feet to a point on the north right of way line of I-70, said project No. FBR 0704-234;

Thence on said north right of way line the following three (3) courses:

2. N. 89°46'52" W., a distance of 99.38 feet;

3. N. 89°04'29" W., a distance of 98.58 feet;

4. Thence on the arc of a curve to the right, a radius of 53.00 feet, a central angle of 83°04'17", a distance of 76.84 feet, (a chord bearing N. 47°32'21" W., a distance of 70.29 feet) to a point on the east right of way line of Brighton Blvd., said Project No. FBR 0704-234;

Thence on said east right of way line the following four (4) courses:

5. N. 30°00'59" W., non-tangent to the previous course, a distance of 14.88 feet;

6. N. 06°25'45" E., a distance of 33.77 feet;

7. On the arc of a curve to the left, a radius of 1,541.00 feet, a central angle of 02°55'54", a distance of 78.85 feet, (a chord bearing N. 04°57'47" E., a distance of 78.84 feet);

8. N. 89°50'56" E., a distance of 6.27 feet,

9. Thence S. 00°08'26" E., a distance of 16.97 feet;

10. Thence S. 65°56'31" E., a distance of 126.05 feet;

11. Thence S. 00°08'22" E., a distance of 44.25 feet;

12. Thence N. 89°50'48" E., a distance of 124.97 feet to the POINT OF BEGINNING.

The above described parcel contains 23,979 sq. ft. (0.550 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
Department of Transportation
Lee Pennell
425 Corporate Circle.
Golden, CO 80401



Colorado Department of Transportation

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Region 1 DMC

Sheet Revisions		
Date	Description	Initials
02/28/2025	Revise RW-1Rev to RW-1Rev.1	LJP

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Right of Way Plans
Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Feb. 28, 2025	7.01 to 7.56	7.02



Plan Sheet Layout

EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 59-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A parcel of land No. 59-EXRev of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 85,475 sq. ft. (1.962 acres), more or less, lying in the SE quarter of the NW quarter and the SW quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No's. 59 (Book 9004, Page 261), 56 (Book 9035, Page 115), 57 (Book 9018, Page 531), 58 (Book 9052, Page 262), 60, 60A (Book 9600, Page 99), 61 (Book 9021, Page 214), 62 (Book 9021, Page 216), 63 (Book 9021, Page 218), 64 (Book 9025, Page 251), 65 (Book 9035, Page 130), 66 (Book 9183, Page 72), 67Rev (Book 9060, Page 503) of CDOT Project No. I70-4(28)286 acquired by deeds recorded under the reception no's and books and pages listed in parentheses, also being a portion of Parcels AP-1E and AP-1G (2017128177) of said Project No. FBR 0704-234, said deeds are filed in the records of the City and County of Denver, said parcel No 59-EXRev being more particularly described as follows:

Commencing at a Drag Tooth in a range box at the terminus of a 21.50 foot range line on E. 45th Ave. at Milwaukee St., whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on E. 45th Ave at St. Paul St bears S89°51'32"E on said range line a distance of 310.09 feet; thence N00°08'25"E, on a 20 foot range line a distance of 243.00 feet; thence 40.00 feet east perpendicular to said 20 foot range line, to a point on the east right of way line of said Milwaukee St., said point being the POINT OF BEGINNING;

1. Thence N. 00°08'25" E. on said east right of way line, a distance of 67.91 feet;

2. Thence S. 85°47'55" E., a distance of 214.21 feet to a point on the south right of way line of I-70, said Project No. FBR 0704-234;

Thence on said south right of way line the following eighteen (18) courses:

3. S. 85°47'55" E., a distance of 13.61 feet;

4. N. 85°43'21" E., a distance of 50.60 feet;

5. S. 86°43'52" E., a distance of 214.37 feet;

6. On the arc of a curve to the right, a radius of 53.00 feet, a central angle of 28°27'31", a distance of 26.33 feet, (a chord bearing S. 72°30'06" E., a distance of 26.06 feet);

7. S. 31°43'40" W., a distance of 6.65 feet;

8. S. 42°02'56" E., a distance of 19.63 feet;

9. S. 66°15'28" E., a distance of 10.79 feet;

10. S. 13°18'41" E., a distance of 24.01 feet;

11. S. 03°05'37" W., a distance of 30.55 feet;

12. S .07°39'45" W., a distance of 38.78 feet;

13. N. 82°20'15" W., a distance of 6.95 feet;

14. S. 07°39'45" W., a distance of 12.04 feet;

15. S. 82°20'15" E., a distance of 6.95 feet;

16. S. 07°39'45" W., a distance of 35.67 feet;

17. S. 00°08'18" W., a distance of 68.55 feet;

18. S. 36°15'40" W., a distance of 16.49 feet

19. N. 89°51'32" W., a distance of 8.54 feet;

20. S. 04°12'07" E., a distance of 10.63 feet to a point on the north right of way line of said E 45th Ave.;

21. Thence N. 89°51'32" W. on said north right of way line, a distance of 76.30 feet;

22. Thence N. 00°08'21" E., a distance of 50.20 feet;

23. Thence N. 67°59'07" W., a distance of 134.75 feet;

24. Thence N. 63°52'17" W., a distance of 66.75 feet;

25. Thence N. 69°54'51" W., a distance of 266.05 feet, to the POINT OF BEGINNING.

The above described parcel contains 85,475 sq. ft. (1.962 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
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Region 1 DMC

Sheet Revisions			
Date	Description	Initials	
07/28/2025	Revise 59-EX to 59-EXRev, 185-EX to 185-EXRev, RW-1FRev1 to RW-1FRev1.1	LJP	

Sheet Revisions			
Date	Description	Initials	
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Sheet Revisions			
Date	Description	Initials	
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Right of Way Plans
Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Feb. 28, 2025	7.01 to 7.56	7.15

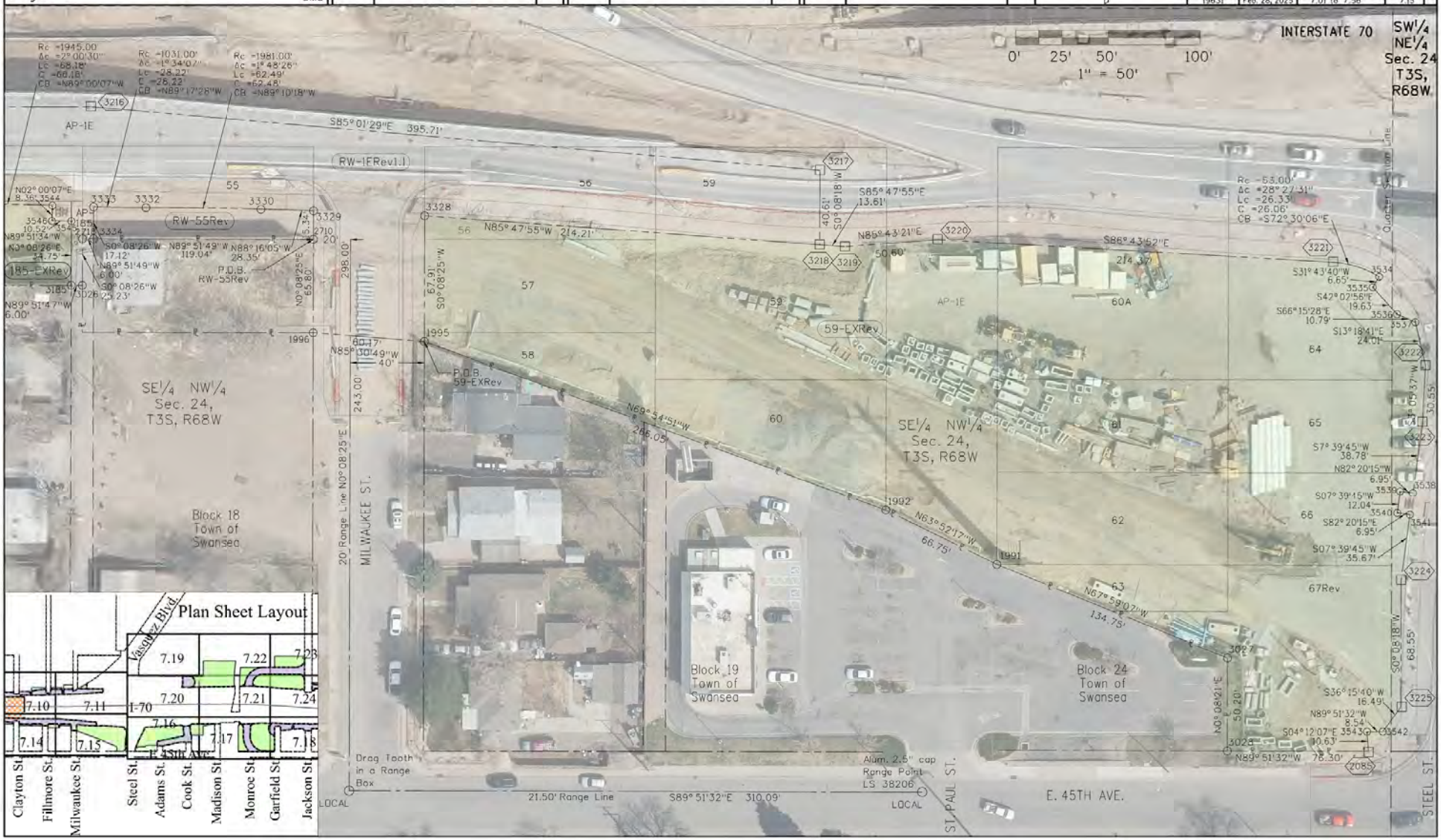


EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 78-EX
PROJECT CODE: 19631
DATE: July, 2023
DESCRIPTION

A parcel of land No. 78-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 76,665 sq. ft. (1.760 acres), more or less, lying in the SW quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being all or portions of Parcel No's. 78 (Book 9021, Page 222), 68 (Book 9035, Page 132), 69 (Book 9035, Page 134), 70 (Book 9183, Page 76), 71 (Book 9174, Page 8), 72 (Book 9035, Page 119), 73 (Book 9600, Page 96), 74 (Book 8880, Page 565), 75 (Book 8880, Page 567), 75A (Book 8880, Page 569), 77 (Book 9025, Page 253), 80 (Book 9025, Page 257), 82 (Book 8978, Page 285), 83 (Book 9035, Page 136) of CDOT Project No. I70-4(28)286 acquired by deeds recorded under the reception no's and books and pages listed in parenthesis, also being a portion of Parcel AP-1G (2017128177) of said Project No. FBR 0704-234, said deeds are filed in the records of the City and County of Denver, said parcel No 78-EX being more particularly described as follows::

Commencing at an aluminum 2.5" cap marked Range Point, LS 38206, in a range box at the terminus of a 22.60 foot range line on E. 45th Ave. at Adams St., whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on E. 45th Ave at Cook St bears S89°51'32"E on said range line a distance of 310.09 feet; thence N00°08'17"E, on a 20 foot range line a distance of 85.33 feet; thence 20.00 feet east perpendicular to said 20 foot range line, to a point on the west right of way line of said Adams St., said point being the POINT OF BEGINNING;

1. Thence N. 89°50'41" W. on the south line of said parcel 75A, a distance of 125.04 feet to a point on the east line of said parcel 71;

2. Thence S. 00°08'18" W. on said east line, a distance of 12.58 feet to an angle point on the south line of said parcel 71;

3. Thence N. 89°51'05" W. on said south line, a distance of 73.04 feet to an angle point on the south line of said parcel 72;

4 Thence S. 60°09'52" W. on said south line, a distance of 43.78 feet to a point on the south right of way line of I-70, said Project No. FBR 0704-234;

Thence on said south right of way line of I-70 the following four (4) courses:

5. N. 21°53'10" E., a distance of 101.01 feet;

6. N. 26°51'27" E., a distance of 155.61 feet;

7. N. 86°42'49" E., a distance of 399.77 feet;

8. S. 30°46'00" E., a distance of 19.21 feet to a point on the west right of way line of Cook St., said Project No. FBR 0704-234;

Thence on said west right of way line of Cook St. the following two (2) courses:

9. S. 01°15'21" E., a distance of 7.53 feet;

10. On the arc of a curve to the left, having a radius of 437.00 feet, a central angle of 11°55'09", a distance of 90.91 feet, (a chord bearing S. 07°12'56" E., a distance of 90.74 feet) to a point on the north right of way line of Adams St., said Project No. FBR 0704-234;

11. Thence S. 77°52'28" W. on said north right of way line, a distance of 298.92 feet to a point on the west right of way line of said Adams St.,

12. Thence S. 00°08'17" W. on said west line, a distance of 44.78 feet to the POINT OF BEGINNING.

The above described parcel contains 76,665 sq. ft. (1.760 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
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Region 1 DMC

Sheet Revisions		
Date	Description	Initials
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Sheet Revisions		
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Sheet Revisions		
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Right of Way Plans
Plan Sheet

Project Number: FBR 0704-234
Project Location: Interstate 70
Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Sept. 25, 2024	7.01 to 7.56	7.16



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 87-EX
PROJECT CODE: 19631
DATE: JULY, 2023
DESCRIPTION

A parcel of land No. 87-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 17,883 sq. ft. (0.411 acres), more or less, lying in the SW quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being all or portions of Parcel No's. 87 (Book 9021, Page 220), 85 (Book 9035, Page 138), 88 (Book 9052, Page 258), 94Rev (Book 9035, Page 142) of CDOT Project No. I70-4(28)286 acquired by deeds recorded under the reception no's and books and pages listed in parenthesis, also being a portion of Parcel AP-1G (2017128177) of said Project No. FBR 0704-234, said deeds are filed in the records of the City and County of Denver, said parcel No 78-EX being more particularly described as follows:

Commencing at an aluminum 2.5" cap marked Range Point, LS 38206, in a range box at the terminus of a 22.60 foot range line on E. 45th Ave. at Madison St., whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on E. 45th Ave at Cook St bears N89°51'32"W on said range line a distance of 310.09 feet; thence N00°08'12"E, on a 20 foot range line a distance of 323.05 feet; thence 20.00 feet west perpendicular to said 20 foot range line, to a point on the west right of way line of said Madison St., said point being the POINT OF BEGINNING;

1. Thence S. 78°51'26" W. on the south line of said parcel 88, a distance of 127.51 feet to a point on the east lines of said parcels 85, 87 and 94Rev;

2. Thence S. 00°08'13" W. on said east line, a distance of 99.14 feet to the south line of said parcel 94Rev;

3. Thence N. 89°49'45" W., a distance of 132.35 feet to a point on the east right of way line of Cook St said Project No. FBR 0704-234;

Thence on said east right of way line of Cook St the following three (3) courses:

4. N. 07°38'26" E., a distance of 11.17 feet;

5. On the arc of a curve to the right, a radius of 363.00 feet, a central angle of 12°00'26", a distance of 76.07 feet, (a chord bearing N. 07°15'34" W., a distance of 75.93 feet);

6. N. 01°15'21" W., a distance of 16.13 feet to a point on the south right of way line of I-70, said Project No. FBR 0704-234;

Thence on said south right of way line of I-70 the following two (2) courses:

7. N. 39°50'07" E., a distance of 21.91 feet;

8. N. 89°04'48" E., a distance of 252.15 feet to the POINT OF BEGINNING.

The above described parcel contains 17,883 sq. ft. (0.411 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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Region 1 DMC

Sheet Revisions		
Date	Description	Initials
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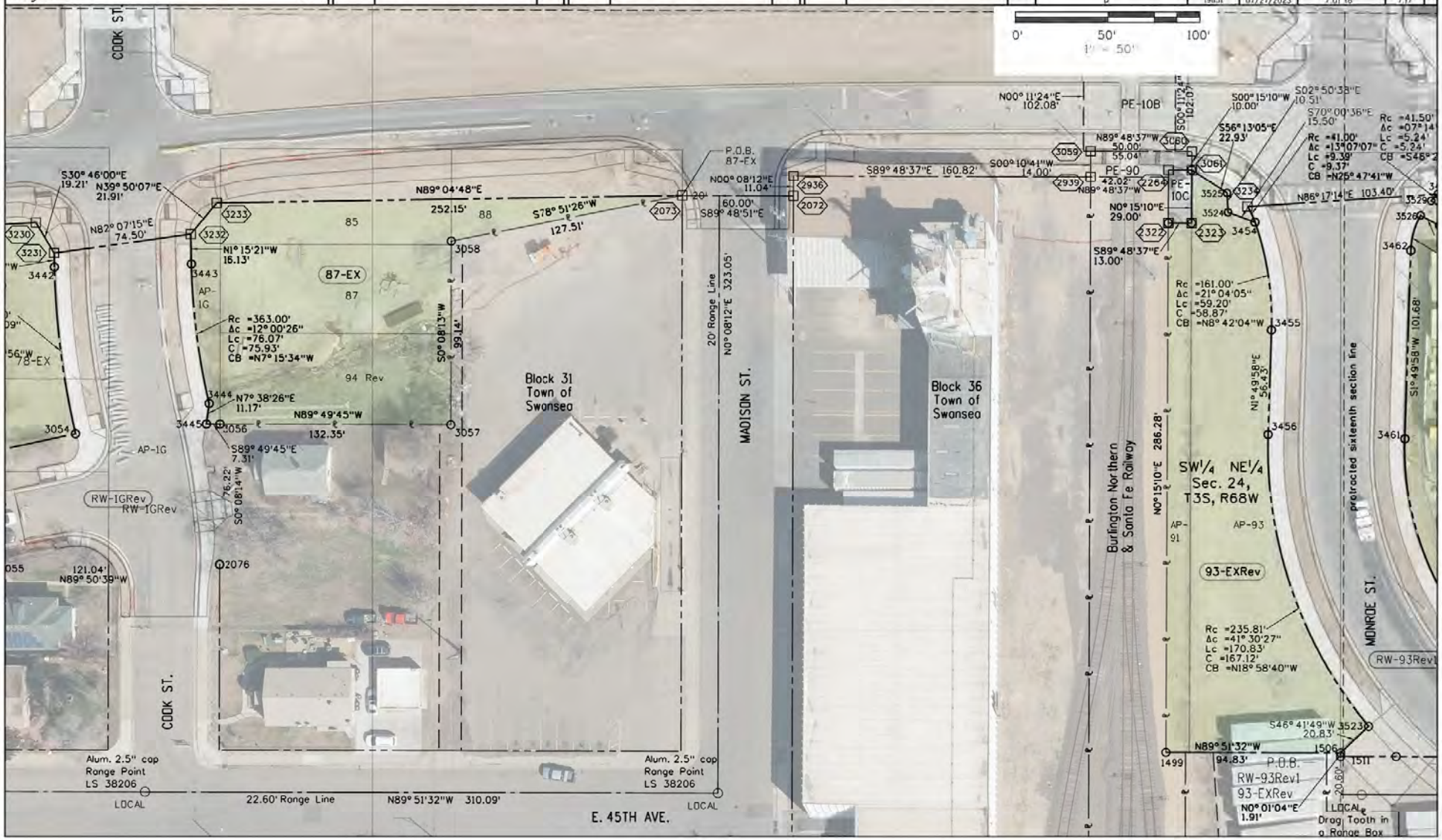
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Date	Description	Initials
mm/dd/yy	XXXXXXXX	XXX

Right of Way Plans
Exhibit of 87-EX Plan Sheet

Project Number: FBR 0704-234
Project Location: Interstate 70
Brighton Blvd to Quebec St

Project Code	Last Mod. Date	Subset	Sheet No.
19831	07/27/2023	7.01 to	7.17



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

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

Date: November 19, 2026

Subject: Disposal of 12-EX, 86A-EX, 93-EXRev, 93A-EXRev, 94-EX, 96-EX, 96-EX2Rev, 109-EXRev, 122-EXRev, and 318-EXRev, City and County of Denver

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including legal descriptions and maps, to declare ten (10) separate parcels as excess property. These parcels are all located in the general vicinity of I-70 between N. Humboldt St. and N. Holly St. in the City and County of Denver.

Action

In accordance with Colorado Revised Statute (C.R.S.) 43-1-106(8)(n) and C.R.S. 43-1-210(5), CDOT is authorized, subject to an approving resolution of the Transportation Commission and in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.409(a), to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 1 is requesting the Transportation Commission adopt a resolution to declare these ten (10) parcels as excess property and allow for their disposal at fair market value.

Background

The subject properties consist of vacant remaining portions of larger parcels originally acquired by CDOT for the construction and/or expansion of I-70 or during the Central 70 Project (Project No. FBR 0704-234). Because of roadway alignments, shifts, or project completions, these parcels are now vacant, and no state highway improvements have been or will be built on them.

The individual parcel descriptions are as follows:

1. Parcel 12-EX: 2,209 sq ft (0.051 acres +/-) - Located north of I-70 and east of SH 265 (N. Brighton Blvd.) near 4643 N. Williams St.
2. Parcel 86A-EX: 108,546 sq ft (2.492 acres +/-) - Located north of I-70 and east of N. Cook St. near 3495 E. 46th Ave. North (former project office site; subject to reserved Right of Way Easement RWE-86A, 4,033 sq ft, for access to the adjoining property to the west).
3. Parcel 93-EXRev: 19,485 sq ft (0.447 acres +/-) - Located south of I-70 and west of N. Monroe St. near 4501 N. Garfield St.
4. Parcel 93A-EXRev: 66,253 sq ft (1.521 acres +/-) - Located south of I-70 and east of N. Monroe St. near 4501 N. Garfield St.
5. Parcel 94-EX: 19,621 sq ft (0.450 acres +/-) - Located north of I-70 and west of N. Monroe St. near 3601 E. 46th Ave. North.
6. Parcel 96-EX: 36,800 sq ft (0.845 acres +/-) - Located north of I-70 and east of N. Monroe St. near 4605 N. Jackson St.
7. Parcel 96-EX2Rev: 79,585 sq ft (1.827 acres +/-) - Located north of I-70 and east of N. Monroe St. near 4605 N. Jackson St./3601 E. 46th Ave. North.
8. Parcel 109-EXRev: 29,330 sq ft (0.673 acres +/-) - Located north of I-70 and west of N. Forest St. near 5175 E. 45th North Dr.
9. Parcel 122-EXRev: 49,197 sq ft (1.129 acres +/-) - Located north of I-70 and east of N. Holly St. near 5601 E. 45th North Dr.
10. Parcel 318-EXRev: 21,547 sq ft (0.495 acres +/-) - Located north of I-70 and west of N. Brighton Blvd. near 4611 and 4624 N. Baldwin Ct.

Collective Total: 432,573 sq ft (9.93 acres +/-)

Pursuant to 23 C.F.R. 710.403(b), CDOT Region 1 has determined that disposing of these parcels will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

Details

CDOT Region 1 has determined that these parcels are no longer needed for transportation purposes and are of use to more than one owner or potential owner.

Pursuant to C.R.S. 43-1-210(5)(a)(IV)(A), when a parcel 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. If no political subdivision exercises this right, CDOT will dispose of the parcels for not less than fair market value under C.R.S. 43-1-210(5)(a)(IV)(B).

Through this disposal, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with ownership of these ten parcels. Funds generated from the sale will be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and 23 C.F.R. 710.409, CDOT will provide political subdivisions of the state with the first right of refusal. If not exercised, CDOT will proceed to dispose of the parcels, collectively containing 432,573 sq ft (9.93 acres +/-), for not less than fair market value.

Attachments

Legal Descriptions and Exhibits

EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 12-EX
PROJECT CODE: 19631
DATE: January, 2024
DESCRIPTION

A tract or parcel of land No. 12-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 2,209 sq. ft. (0.051 acres) lying in the NW quarter of the NE quarter of Section 23, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portion of Parcel 12 of CDOT Project No. I70-4(28)286 acquired under deed recorded in Book 8949, Page 257 and filed in the records of the City and County of Denver, said parcel 12-EX being more particularly described as follows:

Commencing at an aluminum 2.5" cap marked Range Point, LS 38206, in a range box at the terminus of a 20 foot range line on 47th Ave. at Williams St., whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on 47th Ave at High St. bears N89°51'24"E on said range line a distance of 299.91 feet; thence S00°08'18"E, on a 20 foot range line a distance of 368.57 feet; thence 20.00 feet west perpendicular to said 20 foot range line, to a point on the west right of way line of said Williams St., said point being the northeast corner of said Parcel 12 and the POINT OF BEGINNING;

1. Thence S. 00°08'18" E., on said west right of way line, a distance of 22.00 feet;

2. Thence S. 89°50'48" W., a distance of 88.97 feet;

3. Thence N. 46°32'38" W., a distance of 29.00 feet;

4. Thence N. 00°00'00" W., a distance of 2.00 feet to a point on the north line of said Parcel 12;

5. Thence N. 89°50'48" E., on said north line, a distance of 109.97 feet, to the POINT OF BEGINNING.

The above described parcel contains 2,209 sq. ft. (0.051 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, which bears N14°20'15.6"W.

Authored For and on Behalf of the
Department of Transportation
Lee Pennell
425 Corporate Circle, Golden, CO 80401



Colorado Department of Transportation

425 Corporate Circle
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Region 1 DMC

Sheet Revisions		
Date	Description	Initials
07/28/2025	Revise RW-1Rev to RW-1Rev.1	LJP

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Right of Way Plans

Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Feb. 28, 2025	7.01 to 7.56	7.02



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 86A-EX
PROJECT CODE: 19631
DATE: August 11, 2023
DESCRIPTION

A tract or parcel of land No. 86A-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 108,546 sq. ft. (2.492 acres), lying in the NW quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No. AP-86A (20177142959) and Parcel No. AP-86 (2017142957) of said CDOT Project No. FBR 0704-234 acquired by deeds recorded under the reception numbers listed in parentheses and filed in the records of the City and County of Denver, said Parcel No. 86A-EX being more particularly described as follows:

Commencing at the north quarter corner of said Section 24, monumented with an 2″ aluminum cap in a range box “PLS 14112” whence the northeast corner of said Section 24, monumented with an illegible 2″ aluminum cap in a range box, bears S. 89°44'25" E. a distance of 2,649.58 feet; thence S. 42°34'23" E., a distance of 1,240.85 feet to an angle point on the north and west lines of said Parcel No. AP-86A, said angle point being the POINT OF BEGINNING;

1. Thence N. 00°08'13" E., on said west line of Parcel No. AP-86A, a distance of 163.86 feet to an angle point the north line of said Parcel No. AP-86A;

2. Thence S. 89°47'57" E., on said north line, a distance of 358.85 feet to an angle point on the east line of said Parcel AP-86A;

3. Thence, non-tangent to the previous course, on said east line on the arc of a curve to the left, having a radius of 1,457.69 feet, a central angle of 08°34'13", a distance of 218.04 feet, (a chord bearing S. 04°28'34" W., a distance of 217.84 feet);

4. Thence S. 00°11'24" W., a distance of 56.22 feet to an angle point on the north right of way line of I-70, said Project No. FBR 0704-234;

5. Thence S. 88°38'57" W., on said north right of way line of I-70, a distance of 466.87 feet;

6. Thence N. 01°21'03" W., a distance of 2.86 feet;

7. Thence, non-tangent to the previous course, on the arc of a curve to the left, having a radius of 63.00 feet, a central angle of 121°11'36", a distance of 133.26 feet, (a chord bearing N. 03°05'22" E., a distance of 109.77 feet);

8. Thence, non-tangent to the previous course, N. 00°12'03" E., a distance of 9.74 feet to a point on the north line of said Parcel No. AP-86A;

9. Thence S. 89°47'57" E., on said north line, a distance of 118.81 feet to the POINT OF BEGINNING.
The above described parcel contains 108,546 sq. ft. (2.492 acres).

RESERVING A RIGHT OF WAY EASEMENT NO. RWE-86A. CDOT Project No. FBR 0704-234 for guaranteed access to the adjoining parcel described as Parcel One in the Special Warranty Deed filed under Reception No. 2000010060 in the records of the City and County of Denver, said Right of Way Easement No. RWE-86A being more particularly described as follows:

Commencing at the north quarter corner of said Section 24, monumented with an 2″ aluminum cap in a range box “PLS 14112” whence the northeast corner of said Section 24, monumented with an illegible 2″ aluminum cap in a range box, bears S. 89°44'25" E. a distance of 2,649.58 feet; thence S. 42°34'23" E., a distance of 1,240.85 feet to an angle point on the north and west lines of said Parcel No. AP-86A, said angle point being the POINT OF BEGINNING;

1. Thence S. 00°08'13" W., a distance of 30.50 feet;

2. Thence S. 70°38'46" W., a distance of 94.98 feet;

3. Thence, non-tangent to the previous course, on the arc of a curve to the left, having a radius of 63.00 feet, a central angle of 40°11'39", a distance of 44.20 feet, (a chord bearing N. 20°32'27" W., a distance of 43.29 feet);

4. Thence, non-tangent to the previous course, N. 70°10'14" E., a distance of 63.65 feet to a point on the north line of said Parcel No. AP-86A;

5. Thence S. 89°47'57" E., on said north line, a distance of 45.00 feet to the POINT OF BEGINNING.

The above described Right of Way Easement contains 4,033 sq. ft. (0.093 acres).

The purpose of the above-described Right of Way Easement CDOT Project No. FBR 0704-234 is for guaranteed access to the adjoining parcel described as Parcel One in the Special Warranty Deed filed under Reception No. 2000010060 in the records of the City and County of Denver.

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
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Colorado Department of Transportation

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Region 1 DMC

Sheet Revisions		
Date mm/dd/yy	Description	Initials
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Date mm/dd/yy	Description	Initials
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Date mm/dd/yy	Description	Initials
	xxxxxxxx	xxx

Right of Way Plans
Exhibit of 86A-EX Plan Sheet

Project Number: FBR 0704-234
Project Location: Interstate 70
Brighton Blvd to Quebec St

Project Code	Last Mod. Date	Subset	Sheet No.
19831	08/11/2023	7.01 to	7.22



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 93-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A tract or parcel of land No. 93-EXRev of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 19,485 sq. ft. (0.447 acres), lying in the south half of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No. AP-93 and AP-91 of said CDOT Project No. FBR 0704-234 acquired by deeds recorded under reception number 2016095463 for Parcel AP-93 and 2015095124 for Parcel AP-91, filed in the records of the City and County of Denver, said Parcel No. 93-EXRev being more particularly described as follows:

Commencing at an 1" Bar in a range box at the terminus of a 20.60 foot range line on E. 45th Ave. at Garfield St., whence a Drag Tooth in a range box on E. 45th Ave at Vacated Monroe St bears N. 89°51'10" W. on said range line a distance of 306.20 feet; thence N. 89°51'10" W., on said 20.60 foot range line, extended, a distance of 317.70 feet; thence 20.60 feet north perpendicular to said 20.60 foot range line, to the southwest corner of Parcel AP-93A of said CDOT Project No. FBR 0704-234, and the north right of way line of said E. 45th Ave.; thence N. 00°01'04" E., on the west line of said Parcel AP-93A and said north right of way line, a distance of 1.91 feet to the southeast corner of said Parcel AP-93, said corner being the POINT OF BEGINNING;

1. Thence N. 89°51'32" W., on the south lines of said Parcels AP-93 and AP-91, a distance of 94.83 feet to the southwest corner of said AP-91;

2. Thence N. 00°15'10" E., on the west line of said Parcel AP-91, a distance of 286.28 feet;

3. Thence S. 89°48'37" E., a distance of 13.00 feet;

4. Thence N. 00°15'10" E., a distance of 29.00 feet to an angle point on the south right of way line of I-70, said Project No. FBR 0704-234;

Thence on said north right of way line of I-70 the following three (3) courses:

5. S. 56°13'05" E., a distance of 22.93 feet;

6. S. 02°50'38" E., a distance of 10.51 feet;

7. S. 70°00'36" E., a distance of 15.50 feet;

8. Thence on the arc of a curve to the right, a radius of 161.00 feet, a central angle of 21°04'05", a distance of 59.20 feet, (a chord bearing S. 08°42'04" E., a distance of 58.87 feet);

9. Thence S. 01°49'58" W., a distance of 56.43 feet;

10. Thence on the arc of a curve to the left, non-tangent with the previous course, a radius of 235.81 feet, a central angle of 41°30'27", a distance of 170.83 feet, (a chord bearing S. 18°58'40" E., a distance of 167.12 feet);

11. Thence S. 46°41'49" W., a distance of 20.83 feet to the POINT OF BEGINNING.

The above described parcel contains 19,485 sq. ft. (0.447 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 93A-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A tract or parcel of land No. 93A-EXRev of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 66,253 sq. ft. (1.521 acres), lying in the SE quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No. AP-93A and Parcel AP-1G of said CDOT Project No. FBR 0704-234 acquired by deeds recorded under reception numbers 2016095463 and 2017128177, filed in the records of the City and County of Denver, said Parcel No. 93A-EXRev being more particularly described as follows:

Commencing at a 1" Bar in a range box at the terminus of a 20.60 foot range line on E. 45th Ave. at Garfield St., whence a Drag Tooth in a range box on E. 45th Ave at Vacated Monroe St bears N. 89°51'10" W. on said range line a distance of 306.20 feet; thence N. 0°02'22" E., on a 20 foot range line a distance of 180.40 feet; thence 20.00 feet west perpendicular to said 20 foot range line, to a point on the west right of way line of said Garfield St. said point being the POINT OF BEGINNING;

1. Thence S. 00°02'22" W. on said west right of way line, a distance of 149.50 feet;

2. Thence N. 89°51'24" W., a distance of 117.32 feet;

3. Thence on the arc of a curve to the right, having a radius of 131.00 feet, a central angle of 29°48'19", a distance of 68.15 feet, (a chord bearing N. 74°57'15" W., a distance of 67.38 feet);

4. Thence on the arc of a compound curve to the right, a radius of 161.00 feet, a central angle of 61°53'03", a distance of 173.89 feet, (a chord bearing N. 29°06'33" W., a distance of 165.56 feet);

5. Thence N. 01°49'58" E., a distance of 101.68 feet;

6. Thence on the arc of a curve to the right, a radius of 41.50 feet, a central angle of 27°27'35", a distance of 19.89 feet, (a chord bearing N. 15°33'46" E., a distance of 19.70 feet);

7. Thence S. 61°23'12" E., a distance of 11.45 feet;

8. Thence N. 34°39'21" E., a distance of 8.75 feet;

9. Thence N. 56°35'17" W., a distance of 11.16 feet;

10. Thence on the arc of a curve to the right, a radius of 41.50 feet, a central angle of 07°14'14", a distance of 5.24 feet, (a chord bearing N. 46°21'38" E., a distance of 5.24 feet) to a point on the south right of way line of I-70, said Project No. FBR 0704-234;

Thence on said south right of way line of I-70 the following two (2) courses:

11. N. 86°17'14" E., a distance of 107.95 feet;

12. S. 87°32'44" E., a distance of 106.39 feet;

13. Thence S. 02°52'47" W., a distance of 6.29 feet;

14. Thence on the arc of a curve to the left, having a radius of 63.00 feet, a central angle of 28°04'44", a distance of 30.87 feet, (a chord bearing S. 46°29'26" W., a distance of 30.57 feet);

15. Thence N. 61°18'19" W., a distance of 7.55 feet;

16. Thence S. 25°14'04" W., a distance of 11.15 feet;

17. Thence S. 42°33'46" E., a distance of 7.89 feet;

18. Thence on the arc of a curve to the left, having a radius of 63.00 feet, a central angle of 86°07'34", a distance of 94.70 feet, (a chord bearing S. 23°04'43" E., a distance of 86.03 feet);

19. Thence on the arc of a reverse curve to the right, a radius of 47.00 feet, a central angle of 48°27'41", a distance of 39.75 feet, (a chord bearing S. 41°54'39" E., a distance of 38.58 feet) to the POINT OF BEGINNING.

The above described parcel contains 66,253 sq. ft. (1.521 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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Region 1 DCM

Sheet Revisions			Sheet Revisions			Sheet Revisions		
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Right of Way Plans

Exhibit of 93A-EXRev Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City & County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19831	02/28/2025	7.01 to 7.56	

N

0' 50' 100'
1" = 50'

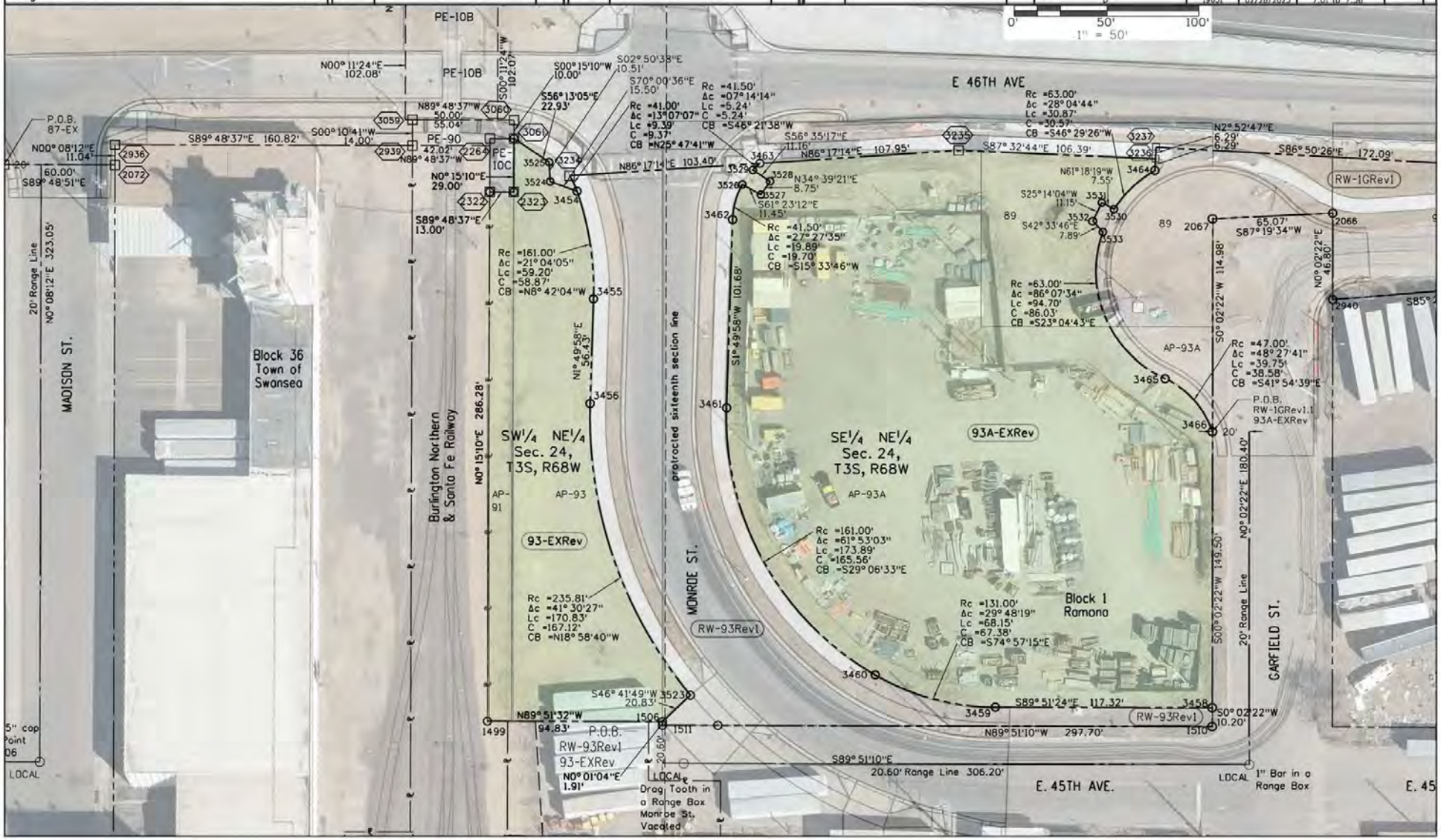


EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 94-EX
PROJECT CODE: 19631
DATE: August 24, 2023
DESCRIPTION

A tract or parcel of land No. 94-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 19,621 sq. ft. (0.450 acres), lying in the NW quarter and the NE quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portion of Parcel No. AP-94 of said CDOT Project No. FBR 0704-234 acquired by deed recorded under reception number 2016142943 and filed in the records of the City and County of Denver, said Parcel No. 94-EX being more particularly described as follows:

Commencing at the northeast corner of said Section 24, monumented with an illegible 2″ aluminum cap in a range box, whence the north quarter corner of said Section 24, monumented with an 2″ aluminum cap in a range box “PLS 14112”, bears N. 89°44'25" W., a distance of 2,649.58 feet; thence S. 60°04'59" W., a distance of 1,615.40 feet to an angle point on the north and west lines of said Parcel No. AP-94, said angle point being the POINT OF BEGINNING;

1. Thence N. 89°51'01" E., on said north line of Parcel No. AP-94, a distance of 230.47 feet;

2. Thence S. 00°08'59" E., a distance of 2.00 feet;

3. Thence, non-tangent to the previous course, on the arc of a curve to the left, having a radius of 202.00 feet, a central angle of 75°19'35", a distance of 265.57 feet, (a chord bearing S. 46°42'31" W., a distance of 246.85 feet);

4. Thence on the arc of a reverse curve to the right, a radius of 36.00 feet, having a central angle of 47°07'10", a distance of 29.61 feet, (a chord bearing S. 32°36'18" W., a distance of 28.78 feet);

5. Thence on the arc of a compound curve to the right, a radius of 61.00 feet, having a central angle of 32°49'03", a distance of 34.94 feet, (a chord bearing S. 72°34'25" W., a distance of 34.46 feet) to a point on the north line of I-70 right of way, said Project No. FBR 0704-234;

6. Thence S. 88°38'57" W., on said north right of way line, a distance of 11.20 feet to a point on the west line of said Parcel No. AP-94;

7. Thence on said west line, non-tangent to the previous course, on the arc of a curve to the right, having a radius of 2,839.93 feet, a central angle of 04°09'02", a distance of 205.73 feet, (a chord bearing N. 02°26'56" E., a distance of 205.68 feet), to the POINT OF BEGINNING.

The above described parcel contains 19,621 sq. ft. (0.450 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992)

determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 96-EX
PROJECT CODE: 19631
DATE: August 24, 2023
DESCRIPTION

A tract or parcel of land No. 96-EX of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 36,800 sq. ft. (0.845 acres), lying in the NE quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portion of Parcel No. AP-96 of said CDOT Project No. FBR 0704-234 acquired by deed recorded under reception number 2015129532 and filed in the records of the City and County of Denver, said Parcel No. 96-EX being more particularly described as follows:

Commencing at the northeast corner of said Section 24, monumented with an illegible 2″ aluminum cap in a range box, whence the north quarter corner of said Section 24, monumented with an 2″ aluminum cap in a range box “PLS 14112”, bears N. 89°44'25" W., a distance of 2,649.58 feet; thence S. 45°51'59" W., a distance of 986.30 feet to an angle point on the north and east lines of said Parcel No. AP-96, said angle point also being a point on the west right of way line of Jackson St. said point being the POINT OF BEGINNING;

1. Thence S. 00°03'16" W., on said west right of way of Jackson St, a distance of 59.84 feet;

2. Thence on the arc of a curve to the right, non-tangent with the previous course, having a radius of 100.00 feet, a central angle of 64°40'27", a distance of 112.88 feet, (a chord bearing S. 57°30'47" W., a distance of 106.98 feet);

3. Thence S. 89°51'01" W., a distance of 233.40 feet to a point on the west line of said AP-96;

4. Thence N. 00°02'27" E., on said west line, a distance of 119.38 feet to an angle point on said north line of AP-96;

5. Thence S. 89°44'25" E., on said north line, a distance of 323.61 feet, to the POINT OF BEGINNING.

The above described parcel contains 36,800 sq. ft. (0.845 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 96-EX2Rev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A tract or parcel of land No. 96-EX2Rev of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 79,585 sq. ft. (1.827 acres), lying in the NE quarter of the NE quarter of Section 24, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being portions of Parcel No. AP-96 and AP-94 of said CDOT Project No. FBR 0704-234 acquired by deeds recorded under reception numbers 2015129532 and 2016142943, filed in the records of the City and County of Denver, said Parcel No. 96-EX2Rev being more particularly described as follows:

Commencing at the northeast corner of said Section 24, monumented with an illegible 2″ aluminum cap in a range box, whence the north quarter corner of said Section 24, monumented with an 2″ aluminum cap in a range box “PLS 14112”, bears N. 89°44'25" W., a distance of 2,649.58 feet; thence S. 36°47'38" W., a distance of 1,182.32 feet to a point on the west right of way line of Jackson St. said point being the POINT OF BEGINNING;

1. Thence S. 00°03'16" W., on said west right of way line, a distance of 103.85 feet to an angle point on the north line of I-70, said Project No. FBR 0704-234;

Thence on said north right of way line of I-70 the following five (5) courses:

2. N. 85°48'11" W., a distance of 14.96 feet;

3. N. 04°11'49" E., a distance of 6.04 feet;

4. N. 85°48'11" W., a distance of 16.91 feet;

5. S. 04°11'49" W., a distance of 6.04 feet;

6. N. 85°48'11" W., a distance of 473.88 feet;

7. Thence on the arc of a curve to the right, having a radius of 201.00 feet, a central angle of 08°47'17", a distance of 30.83 feet, (a chord bearing N. 81°24'32" W., a distance of 30.80 feet);

8. Thence on the arc of a compound curve to the right, having a radius of 31.00 feet, a central angle of 76°17'34", a distance of 41.28 feet, (a chord bearing N. 38°52'06" W., a distance of 38.30 feet);

9. Thence on the arc of a compound curve to the right, a radius of 81.00 feet, a central angle of 40°13'57", a distance of 56.88 feet, (a chord bearing N. 19°23'39" E., a distance of 55.72 feet);

10. Thence on the arc of a compound curve to the right, a radius of 128.00 feet, a central angle of 50°51'33", a distance of 113.62 feet, (a chord bearing N. 64°56'24" E., a distance of 109.93 feet);

11. Thence S. 89°37'50" E., a distance of 408.29 feet;

12. Thence S. 38°08'25" E., a distance of 42.56 feet;

13. Thence S. 11°42'41" E., a distance of 31.24 feet, to the POINT OF BEGINNING.

The above described parcel contains 79,585 sq. ft. (1.827 acres), more or less.

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

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Region 1 DCM

Sheet Revisions		
Date	Description	Initials
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Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Right of Way Plans

Exhibit of 94-EX, 96-EX, 96-EX2Rev

Project Number: FBR 0704-234

Project Location: Interstate 70
Brighton Blvd to Quebec St

Project Code	Last Mod. Date	Subset	Sheet No.
19831	07/28/2025	7.01 to	7.22



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 109-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A tract or parcel of land No. 109-EXRev of the Department of Transportation, State of Colorado Project No. FBR 0704-234 containing 29,330 sq. ft. (0.673 acres), lying in the SW quarter of the NE quarter of Section 19, Township 3S, Range 67W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portion of Parcel No. AP-109 of said CDOT Project No. FBR 0704-234 acquired by deed recorded under reception number 2018008263 and filed in the records of the City and County of Denver, said Parcel No. 109-EXRev being more particularly described as follows:

Commencing at the northeast sixteenth corner of said Section 19, monumented with a 3.25″ aluminum cap in a range box “PLS 14592”, whence the east sixteenth corner on the north line of said Section 19, monumented with a 3.25″ aluminum cap in a range box “PLS 14592”, bears N00°01'23"W, a distance of 1,325.33 feet; thence S. 44°49'52" W., a distance of 42.57 feet to the northeast corner of said Parcel No. AP-109, said northeast corner also being a point on the west right of way line of Forest St. said corner being the POINT OF BEGINNING;

1. Thence S. 00°01'37" W., on the east line of said Parcel AP-109 and said west right of way line of Forest St. a distance of 88.03 feet;

2. Thence S87°10'10"W, a distance of 23.17 feet;

3. Thence S45°08'35"W, a distance of 15.52 feet;

4. Thence on the arc of a curve to the right, non-tangent to the previous course, having a radius of 147.00 feet, a central angle of 21°00'28", a distance of 53.90 feet, (a chord bearing N. 87°59'05" W., a distance of 53.60 feet);

5. Thence N. 77°28'36" W., a distance of 126.22 feet;

6. Thence N12°31'24"E, a distance of 7.58 feet;

7. Thence N77°28'36"W, a distance of 14.73 feet;

8. Thence S12°31'24"W, a distance of 7.08 feet;

9. Thence N77°28'36"W, a distance of 85.81 feet;

10. Thence N78°23'19"W, a distance of 190.39 feet;

6. Thence N. 11°36'41" E., a distance of 7.25 feet to a point on the north line of said Parcel AP-109 and the south right of way line of E 46th Ave.;

6. Thence N. 89°38'07" E., on said north line of Parcel AP-109 and said south right of way line of Forest St. a distance of 494.03 feet to the POINT OF BEGINNING.

The above described parcel contains 29,330 sq. ft. (0.673 acres), more or less.

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
Department of Transportation
Lee Pennell
425 Corporate Circle.
Golden, CO 80401



Colorado Department of Transportation

425 Corporate Circle
Golden, CO 80401
720 672-0231

Region 1 DMC

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Right of Way Plans

Exhibit of 109-EXRev Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70
Brighton Blvd to Quebec St

Project Code	Last Mod. Date	Subset	Sheet No.
19831	02/28/2025	7.01 to	7.12

N

0' 50' 100'
1" = 50'



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 122-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A tract or parcel of land No. 122-EXRev of the Department of Transportation, State of Colorado Project No. FBR 0740-234 containing 49,197 sq. ft. (1.129 acres), lying in the NW quarter of Section 20, Township 3S, Range 67W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portion of Parcel No. AP-122 of said CDOT Project No. FBR 0704-234 acquired by deed recorded under reception number 2017142032 and filed in the records of the City and County of Denver, said Parcel No. 122-EXRev being more particularly described as follows:

Commencing at the north sixteenth corner on the west line of said Section 20, monumented with an axle in a range box, whence the west quarter corner of said Section 20, monumented with an 3 ¼" aluminum illegible cap in a range box, bears S00°06'02"W, a distance of 1326.10 feet; thence S00°06'02"W, on said west line of Section 20, a distance of 133.87 feet; thence perpendicular to said west line S89°53'58"E a distance of 40.00 to the northwest corner of said Parcel No. AP-122, said northwest corner also being a point on the east right of way line of Holly St. said corner being the POINT OF BEGINNING;

1. Thence N. 89°47'56" E., on the north line of said Parcel AP-122, a distance of 155.64 feet to the northeast corner of said Parcel AP-122;

2. Thence S. 00°06'18" W., on the east line of said Parcel AP-122, a distance of 358.78 feet to an angle point on the north right of way line of I-70, said CDOT Project No. FBR 0704-234;

Thence on said north right of way line of I-70 the following five (5) courses:

3. N80°55'59"W, a distance of 82.02 feet;

4. N35°23'11"W, a distance of 32.55 feet;

5. N61°56'30"W, a distance of 16.77 feet;

6. N08°21'16"W, a distance of 24.09 feet;

7. S83°20'45"W, a distance of 8.65 feet;

8. Thence N. 11°02'50" W., a distance of 148.73 feet to a point on said east right of way line of Holly St.

9. Thence N. 00°06'02" E., on said east right of way line, a distance of 142.08 feet to the POINT OF BEGINNING.

The above described parcel contains 49,197 sq. ft. (1.129 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992)

determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
Department of Transportation
Lee Pennell
425 Corporate Circle.
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Colorado Department of Transportation

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Region 1 DMC

Sheet Revisions		
Date	Description	Initials
02/28/2025	Revise 122-EX to 122-EXRev	LJP

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Sheet Revisions		
Date	Description	Initials
mm/dd/yy	xxxxxxxx	xxx

Right of Way Plans
Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Feb. 28, 2025	7.01 to 7.56	7.40



EXHIBIT "A"

PROJECT NUMBER: FBR 0704-234
PARCEL NUMBER: 318-EXRev
PROJECT CODE: 19631
DATE: February 28, 2025
DESCRIPTION

A parcel of land No. 318-EXRev of the Department of Transportation (CDOT), State of Colorado Project No. FBR 0704-234 containing 21,547 sq. ft. (0.495 acres) lying in the NW quarter of the NE quarter of Section 23, Township 3S, Range 68W, of the 6th Principal Meridian, in the City and County of Denver, Colorado, being a portions of Parcel No's. 318R (2000123336), 311 (9900018637), 313A (9900185458), 314 (9900022328), 315 (9900048786), 323 (9900036153), 324 (2000123341), 333 (2000123340) and 334 (2000123341) of CDOT Project No. IR-IM(CX) 070-4(145) Unit 3 acquired by deeds recorded under the reception no's listed in parentheses, also being a portion of Parcel AP-1 (2017128177) of said Project No. FBR 0704-234, said deeds are filed in the records of the City and County of Denver, said parcel No 318-EXRev being more particularly described as follows:

Commencing at an aluminum 2.5" cap marked Range Point, LS 38206, in a range box at the terminus of a 20 foot range line on 47th Ave. at Baldwin Ct, whence an aluminum 2.5" cap marked Range Point, LS 38206, in a range box on 47th Ave at Franklin St bears N89°51'24"E on said range line a distance of 299.97 feet; thence S00°08'30"E, on a 20 foot range line a distance of 406.33 feet; thence 40.00 feet east perpendicular to said 20 foot range line, to a point on the east right of way line of said Baldwin Ct extended, said point being the POINT OF BEGINNING;

1. Thence N. 00°08'30" W. on said right of way line, a distance of 57.04 feet;

2. Thence on the arc of a curve to the right, non-tangent to the previous course, a radius of 14.50 feet, a central angle of 40°30'24", a distance of 10.25 feet, (a chord bearing N. 69°53'18" E., a distance of 10.04 feet);

3. Thence S. 89°51'30" E., a distance of 141.85 feet to a point on the west right of way line of Brighton Blvd., said CDOT Project FBR 0704-234;

4. Thence S. 06°33'17" E. on said west right of way line, a distance of 50.50 feet;

5. Thence S. 33°06'27" W. on said west right of way line, a distance of 10.75 feet to an angle point on the north right of way line of I-70, said CDOT Project FBR 0704-234;

Thence on said north right of way line of I-70 the following three (3) courses:

6. S. 36°12'23" W., a distance of 91.96 feet;

7. S. 80°27'41" W., a distance of 323.17 feet;

8. Thence on the arc of a curve to the left, non-tangent to the previous course, a radius of 1,951.35 feet, a central angle of 02°39'33", a distance of 90.57 feet, (a chord bearing N. 70°17'50" E., a distance of 90.56 feet);

9. Thence N. 71°06'02" E., a distance of 186.31 feet;

10. Thence on the arc of a curve to the left, a radius of 23.79 feet, a central angle of 105°17'33", a distance of 43.72 feet, (a chord bearing N. 08°30'54" E., a distance of 37.82 feet);

11. Thence on the arc of a curve to the left, a radius of 1,360.40 feet, a central angle of 01°54'06", a distance of 45.15 feet, (a chord bearing S. 88°05'42" W., a distance of 45.15 feet); to the POINT OF BEGINNING.

The above described parcel contains 21,547 sq. ft. (0.495 acres).

Basis of Bearings: All bearings are grid bearings of the UTM System, Zone 13 North, NAD 1983 (1992) determined by a fast static GPS survey. The line between point MCDONNELL and point W410, monumented as shown in the Land Survey Control Diagram at CDOT Project No. NH 0361-070 and filed in the City & County of Denver, CO at Reception No. L013566, bears N14°20'15.6"W.

Authored For and on Behalf of the
Department of Transportation
Lee Pennell
425 Corporate Circle.
Golden, CO 80401



Colorado Department of Transportation

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Golden, CO 80401
720 672-0231

Region 1 DMC

Sheet Revisions			Sheet Revisions			Sheet Revisions		
Date	Description	Initials	Date	Description	Initials	Date	Description	Initials
07/28/2025	Revised RW-1Rev to RW-1Rev.1, 318-EX to 318-EXRev	LJP	mm/dd/yy	xxxxxxxx	xxx	mm/dd/yy	xxxxxxxx	xxx

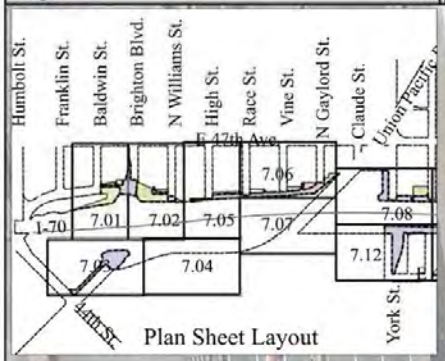
Right of Way Plans
Plan Sheet

Project Number: FBR 0704-234

Project Location: Interstate 70

Brighton Blvd to Quebec St, City and County of Denver

Project Code	Last Mod. Date	Subset	Sheet No.
19631	Feb. 28, 2025	7.01 to 7.56	7.01



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COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Hope Wright, Real Estate Asset Manager and Keith Stefanik, P.E. Chief Engineer
Date: November 19, 2026

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

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including legal descriptions, to declare Parcels 4221-EX, 4222-EX, and 4223-EX as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S.) 43-1-106(8)(n) and C.R.S. 43-1-210(5), CDOT is authorized, subject to an approving resolution of the Transportation Commission and in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.409(a), to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 5 is requesting the Transportation Commission adopt a resolution to declare Parcels 4221-EX, 4222-EX, and 4223-EX of CDOT Project No. NH5501-015 (Project Code 16791) as excess property and allow for their disposal.

Background

CDOT acquired Parcels 4221-EX, 4222-EX, and 4223-EX in 2020 for CDOT Project # NH5501-015 (Project Code 16791) for the construction of US 550. These parcels 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. The irrigation ditch was successfully relocated into these parcels as part of the US 550 construction.

No state highway improvements have been made or will be built on these parcels. They are located on the south side of US 550 approximately between mileposts 14 and 14.5 in La Plata County.

The individual parcel breakdowns are as follows:

- Parcel 4221-EX contains 49,242 Sq Ft (1.130 Acres +/-)
- Parcel 4222-EX contains 4,307 Sq Ft (0.099 Acres +/-)
- Parcel 4223-EX contains 42,800 Sq Ft (0.982 Acres +/-)
- Collective Total: 96,349 Sq Ft (2.211 Acres +/-)

Pursuant to 23 C.F.R. 710.403(b), CDOT Region 5 has determined that disposing of these parcels will not affect the operation, use, maintenance, or safety of the highway facility or interfere with the free and safe flow of traffic.

Details

Parcels 4221-EX, 4222-EX, and 4223-EX contain portions of the ditch owned by the Florida Consolidated Ditch Company; however, the Florida Consolidated Ditch Company does not wish to own these parcels.

CDOT Region 5 has determined that these parcels are of use only to each respective adjacent property owner. Pursuant to C.R.S. 43-1-210(5)(a)(III), when a parcel that is no longer needed for transportation purposes has value to only one adjacent owner, that owner shall have the first right of refusal to acquire said property.

Each respective adjacent property owner desires to exercise their first right of refusal to acquire the parcels for not less than fair market value. Upon the transfer of the properties, 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.

Through this disposal, CDOT will be relieved of maintenance responsibilities and liability associated with these parcels, as well as any liability associated with maintaining or accessing the irrigation ditch. CDOT will obtain revenue from the sale of these parcels for not less than fair market value, which will be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual to be applied to future transportation projects.

Next Steps

Upon approval of the Transportation Commission, 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 will dispose of Parcels

4221-EX, 4222-EX, and 4223-EX, 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 for not less than fair market value.

Attachments

Legal Descriptions

EXHIBIT "A"

PROJECT NUMBER: NH 5501-015
PERMANENT EASEMENT NUMBER: 4221-EX
PROJECT CODE: 16791
DATE: January 16, 2026
DESCRIPTION

A tract or parcel of land No. 4221-EX of the Department of Transportation, State of Colorado Project No. NH 5501-015 containing 49,242 sq. ft. (1.130 acres), more or less, being part of the right-of-way of US 550 in the S.E. 1/4 of the N.W. 1/4 and the N.E. 1/4 in Section 17, Township 34 North (S.U.L.), Range 9 West, of the New Mexico Principal Meridian, in La Plata County, Colorado, said tract or parcel being more particularly described as follows:

Commencing at the northeast corner of Section 17, thence S. 60°45’55” W., a distance of 1,847.54 feet to the intersection of the East right-of-way line of said US 550 and the West line of Lot 1 Hotter Subdivision, said point also being the TRUE POINT OF BEGINNING;

1. Thence, along said East right-of-way, S54°17'52"W, a distance of 2.93 feet;

2. Thence, continuing along said East right-of-way, S36°33'58"W, a distance of 5.62 feet;

3. Thence, continuing along said East right-of-way, S38°32'00"W, a distance of 51.21 feet;

4. Thence, continuing along said East right-of-way, S54°20'06"W, a distance of 823.04 feet;

5. Thence, continuing along said East right-of-way, on the arc of a curve to the left, a radius of 5,535.00 feet, a central angle of 05°41'22", a distance of 549.61 feet, (a chord bearing of S51°29'26"W, a distance of 549.39 feet);

6. Thence N45°18'43"W, a distance of 13.20 feet;

7. Thence N44°41'17"E, a distance of 254.67 feet;

8. Thence, on the arc of a curve to the right, a radius of 5,571.50 feet, a central angle of 03°05'06", a distance of 300.00 feet, (a chord bearing of N52°47'33"E, a distance of 299.96 feet);

9. Thence N54°20'06"E, a distance of 843.66 feet;

10. Thence N02°18'36"W, a distance of 22.48 feet;

11. Thence N79°51'05"E, a distance of 42.40 feet;

12. Thence S03°00'19"E, a distance of 25.37 feet, more or less, to the TRUE POINT OF BEGINNING;

The above described parcel contains 49,242 sq. ft. (1.130 acres), more or less.

Basis of Bearings: All bearings are based on a line between the northwest corner of the N.E. 1/4 of the N.E. 1/4 of Section 17, (being a 2" aluminum cap stamped "LS 12027 1995") and the northeast corner of Section 17 (being a 2.5" aluminum cap stamped "PE-LS 9185) as being S. 89°22'25" E.

For and on Behalf of the
Colorado Department of Transportation
Michael J. Harding, PLS 38486
720 S. Colorado Blvd. Ste. 1200-S
Glendale, CO 80246



EXHIBIT "A"

PROJECT NUMBER: NH 5501-015
PARCEL NUMBER: PARCEL 4222-EX
PROJECT CODE: 16791
DATE: September 1, 2026
DESCRIPTION

A tract or parcel of land No. 4222-EX of the Department of Transportation, State of Colorado Project No. NH 5501-015 containing 4,307 sq. ft. (0.099 acres), more or less, being part of the right-of-way of US 550 in the N.W. 1/4 of the N.E. 1/4 in Section 17, Township 34 North (S.U.L.), Range 9 West, of the New Mexico Principal Meridian, in La Plata County, Colorado, said tract or parcel being more particularly described as follows:

Beginning at a point at the intersection of the East right-of-way line of said US 550 and the West line of the NE 1/4 of the NE 1/4 of said Section 17, from which the northeast corner of Section 17 bears, N. 60°53’16” E. a distance of 1,533.60 feet and also the TRUE POINT OF BEGINNING;

1. Thence S54°17'52"W, along said East right-of-way line, a distance of 25.72 feet;

2. Thence S82°44'24"W, continuing along said East Right of Way line, a distance of 101.83 feet;

3. Thence N54°17'52"E, a distance of 151.87 feet to said West line;

4. Thence S01°20'59"W, along said West line, a distance of 60.77 feet, more or less to the TRUE POINT OF BEGINNING;

The above described parcel contains 4,307 sq. ft. (0.099 acres), more or less.

Basis of Bearings: All bearings are based on a line between the northwest corner of the N.E. 1/4 of the N.E. 1/4 of Section 17, (being a 2” aluminum cap stamped “LS 12027 1995”) and the northeast corner of Section 17 (being a 2.5” aluminum cap stamped “PE-LS 9185) as being S. 89°22’25” E.

For and on Behalf of the Colorado
Department of Transportation
Michael J. Harding, PLS 38486
720 S. Colorado Blvd. Ste. 1200-S
Glendale, CO 80246

COLORADO LICENSED
MICHAEL J. HARDING
38486
PROFESSIONAL LAND SURVEYOR
9-4-2026

EXHIBIT "A"

PROJECT NUMBER: NH 5501-015
PARCEL NUMBER: 4223-EX
PROJECT CODE: 16791
DATE: September 1, 2026
DESCRIPTION

A tract or parcel of land No. 4223-EX of the Department of Transportation, State of Colorado Project No. NH 5501-015 CDOT Default containing 42,800 sq. ft. (0.982 acres), more or less, being part of the right-of-way of US 550 in the N.E. 1/4 of Section 17, Township 34 North (S.U.L.), Range 9 West, of the New Mexico Principal Meridian, in La Plata County, Colorado, said tract or parcel being more particularly described as follows:

Beginning at a point at the intersection of the East right-of-way line of said US 550 and the West line of the NE 1/4 of the NE 1/4 of said Section 17, from which the northeast corner of Section 17 bears, N. 60°53'16" E. a distance of 1,533.60 feet and also the TRUE POINT OF BEGINNING;

1. Thence N01°20'59"E, along said West line, a distance of 60.77 feet;

2. Thence N54°17'52"E, a distance of 831.29 feet;

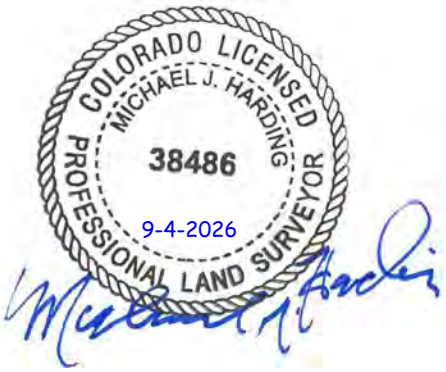
3. Thence S89°17'15"E, a distance of 81.70 feet to said East right-of-way line;

4. Thence S54°17'52"W, along said East right-of-way line, a distance of 933.66 feet;

The above-described parcel contains 42,800 sq. ft. (0.982 acres), more or less, to the TRUE POINT OF BEGINNING.

Basis of Bearings: All bearings are based on a line between the northwest corner of the N.E. 1/4 of the N.E. 1/4 of Section 17, (being a 2" aluminum cap stamped "LS 12027 1995") and the northeast corner of Section 17 (being a 2.5" aluminum cap stamped "PE-LS 9185) as being S. 89°22'25" E.

For and on Behalf of the Colorado
Department of Transportation
Michael J. Harding, PLS 38486
720 S. Colorado Blvd. Ste. 1200-S
Glendale, CO 80246



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Hope Wright, Real Estate Asset Manager and Keith Stefanik, P.E. Chief Engineer
Date: November 19, 2026

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

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including a legal description, to declare Parcel 1RGS-EX as excess property.

Action

In accordance with Colorado Revised Statute (C.R.S.) § 43-1-106(8)(n) and C.R.S. § 43-1-210(5), CDOT is authorized, subject to an approving resolution of the Transportation Commission and in accordance with Title 23, Code of Federal Regulations (C.F.R.) § 710.409(a), to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 5 is requesting the Transportation Commission adopt a resolution to declare Parcel 1RGS-EX of CDOT Project No. FAP S0150(4) as excess property and allow for its disposal.

Background

CDOT acquired the Rio Grande Southern (RGS) Parcel in 1954 under CDOT Project No. FAP S0150(4) for the construction of State Highway (SH) 145. The RGS Parcel was originally part of a rail line previously abandoned by the Rio Grande Southern Railroad. SH 145 was constructed on the center portion of the RGS Parcel, and the San Miguel River occupies most of its western portion. The remaining eastern portion of the property has gone unused and is designated as Parcel 1RGS-EX.

No state highway improvements exist or are planned on this parcel. It runs parallel to and between SH 145 and Front Street within the unincorporated community of

Placerville in San Miguel County, located approximately 15 miles northwest of Telluride in the southwestern San Juan Mountains.

Pursuant to 23 C.F.R. § 710.403(b), CDOT Region 5 has determined that disposing of this parcel, containing 1.66 Acres (+/-), will not impair the safety of the highway facility or interfere with the free and safe flow of traffic.

Details

San Miguel County desires to acquire and own Parcel 1RGS-EX to allow for the storage of county road maintenance equipment and to expand public parking options for local businesses.

23 C.F.R. § 710.403(e) allows CDOT to convey property for a nominal value if it is to be used for social, environmental, economic, or nonproprietary governmental use. Maintaining land for county equipment storage and public parking lots satisfies these criteria as nonproprietary governmental uses.

Pursuant to 23 C.F.R. § 710.409(d), because Parcel 1RGS-EX is being conveyed for a nominal value, the deed shall provide for the reversion of the property to CDOT should it fail to continue under public ownership and public use.

Through this disposal, CDOT will be relieved of all future maintenance responsibilities and liabilities associated with the parcel.

Next Steps

Upon approval of the Transportation Commission, 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 will dispose of Parcel 1RGS-EX, containing 1.66 Acres (+/-) of land, to San Miguel County for nominal value strictly for the continued nonproprietary governmental uses of county equipment storage and public parking.

Attachments

Legal Description



EXHIBIT "A"

PROJECT CODE:
PROJECT NUMBER: S0150(4)
PARCEL NUMBER: 1RGS-EX
PROJECT NAME: STATE HIGHWAY 145 DISPOSAL TO SAN MIGUEL COUNTY
DATE: OCTOBER 14, 2026

DESCRIPTION

Parcel Number 1RGS-EX of the Department of Transportation, State of Colorado, Project Number S0150(4), containing 1.66 acres more or less, being a portion of the right of way of the former Rio Grande Southern Railroad located within Sections 34 and 35, Township 44 North, Range 11 West, New Mexico Principal Meridian, San Miguel County, Colorado, being more particularly described as follows:

Beginning at the Southeast corner of said Section 34, being a 3.25" brass cap on a 2.5" iron pipe monument marked "BLM 1976";

1. Thence along the South boundary of said Section 34 S 89º47'30" W a distance of 7.66 feet to a No. 5 rebar and 1.5" aluminum cap monument marked "J David Foley PLS 24954" at the intersection with a line parallel to and 40 feet distant Easterly from the centerline of the former Rio Grande Southern Railroad;

2. Thence along a line parallel to and 40 feet distant Easterly from the centerline of the former Rio Grande Southern Railroad N 24º54'54" W a distance of 1020.40 feet to a point of curvature;

3. Thence 170.09 feet Northerly along a curve parallel to and 40 feet distant Easterly from the centerline of the former Rio Grande Southern Railroad with a radius of 612.96 feet, a delta angle of 15º53'58", a chord bearing of N 32º51'53" W and a chord distance of 169.55 feet to a No. 5 rebar and 1.5" aluminum cap monument marked "J David Foley PLS 24954" on the Southerly boundary of the Placerville Schoolhouse Parcel according to the plat recorded in the office of the Clerk and Recorder of said San Miguel County at Reception No. 436201;

4. Thence along said Southerly boundary of the Placerville Schoolhouse Parcel

N 65º10'48" E a distance of 62.19 feet to a No. 5 rebar and 1.5" aluminum cap monument marked "J David Foley PLS 24954" on the Easterly right of way of the former Rio Grande Southern Railroad;

5. Thence 169.61 feet Southerly along a curve of the right of way for the former Rio Grande Southern Railroad with a radius of 672.96 feet, a delta angle of 14º26'25", a chord bearing of S 32º08'06" E and a chord distance of 169.16 feet to a No. 5 rebar and 1.5" aluminum cap monument marked "J David Foley PLS 24954";

6. Thence along the right of way for the former Rio Grande Southern Railroad S 24º54'54" E a distance of 1047.91 feet to a No. 5 rebar and 1.5" aluminum cap monument marked "J David Foley PLS 24954" on the South boundary of said Section 35;

7. Thence along the South boundary of said Section 35 S 89º42'51" W a distance of 58.35 feet to the Point of Beginning.

The above described parcel contains 1.66 acres, more or less.



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Hope Wright, Real Estate Asset Manager and Keith Stefanik, P.E. Chief Engineer
Date: November 19, 2026

Subject: Former Monte Vista Maintenance Site, 411 Monroe Street, Monte Vista, Rio Grande County

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including the 1950 property plat, to declare the former Monte Vista Maintenance Site as excess property and authorize its disposal.

Action

In accordance with Colorado Revised Statute (C.R.S.) 43-1-106(8)(n) and C.R.S. 43-1-210(5), CDOT is authorized, subject to an approving resolution of the Transportation Commission and in accordance with Title 23, Code of Federal Regulations (C.F.R.) 710.409(a), to dispose of any property or interest which, in the opinion of the Chief Engineer, is no longer needed for transportation purposes. CDOT Region 5 is requesting the Transportation Commission adopt a resolution to declare the former Monte Vista Maintenance Site as excess property and allow for its disposal.

Background

CDOT acquired the former Monte Vista Maintenance Site in 1950 for the use and benefit of the Department of Highways as a maintenance site. The property is located at 411 Monroe Street in the City of Monte Vista and the County of Rio Grande.

The property contains 23,850 sq ft (0.55 acres +/-) and a single metal building constructed in 1950. Upon completion of a new maintenance site in 1993, CDOT ceased using the property as a maintenance site. 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.

Pursuant to 23 C.F.R. 710.403(b), CDOT Region 5 has determined 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.

Details

CDOT Region 5 has determined that this property is no longer needed for transportation purposes is of use to more than one owner or potential owner.

Pursuant to C.R.S. 43-1-210(5)(a)(IV)(A), when a property is of value 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. If no political subdivision exercises this right, CDOT will dispose of the property for not less than fair market value under C.R.S. 43-1-210(5)(a)(IV)(B).

Through this disposal, CDOT will be relieved of ongoing maintenance responsibilities and liability associated with the ownership of this property. Funds generated from the sale will be disbursed in accordance with Chapter 7 of the CDOT Right-of-Way Manual.

Next Steps

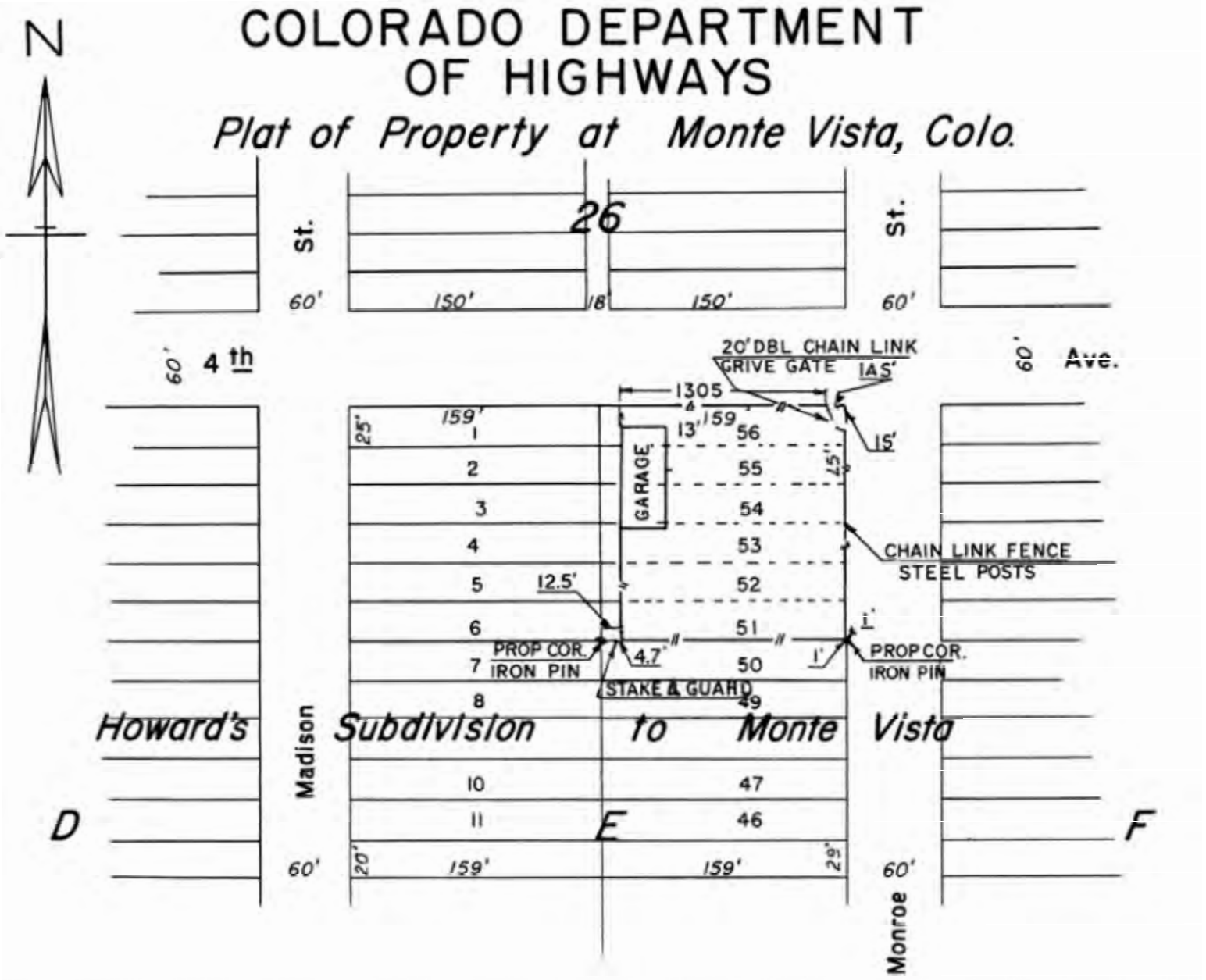
Upon approval of the Transportation Commission, pursuant to C.R.S. 43-1-106, C.R.S. 43-1-210, 23 C.F.R. 710.403, and 23 C.F.R. 710.409, CDOT will dispose of the former Monte Vista Maintenance Site containing 23,850 sq ft (0.55 acres +/-) of land that is no longer needed for transportation purposes for not less than fair market value.

Attachments

Exhibit

COLORADO DEPARTMENT OF HIGHWAYS

Plat of Property at Monte Vista, Colo.



Plotting Scale 1" = 100'

PROPERTY

Lots 51 to 56 incl., Block "E", Howard's Subdivision to Monte Vista, Colo.

Purchased 1950
From W. O. Davis
Cost

Deed Recorded Book 223, Page 489, March 14, 1950, in the records of the County Clerk of Rio Grande County at Del Norte, Colo.

IMPROVEMENTS

Chain Link Fence
⊢ Dbl. 20' Chain Link Driveway Gate
64' x 28' Steelox Garage Bldg. (Const 1950)

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission
From: Hope Wright, Real Estate Asset Manager
Date: November 19, 2026

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

Purpose

The purpose of this memorandum is to provide the Transportation Commission with the necessary supporting documents, including legal descriptions and maps, to grant a nonexclusive utility easement to the Public Service Company of Colorado (PSCO) across the parcel containing the 606 S. 9th St. Maintenance Shop.

Action

In accordance with Colorado Revised Statutes (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 construction and maintenance of public utilities. CDOT Property Management is requesting the Transportation Commission adopt a resolution allowing CDOT to grant a 1,565 sq ft nonexclusive utility easement to PSCO so it can supply 3-phase electrical power needed to support the property's new electric vehicle charging infrastructure.

Background

CDOT acquired the 4.92 acre (+/-) maintenance site at 606 S. 9th St. in 1937, for the use and benefit of the Department of Highways. The property currently contains an office building and four metal buildings utilized by Region 3 engineering and maintenance staff, alongside multiple assigned light-duty fleet vehicles.

Pursuant to Executive Order D 2017-015 and the Colorado EV Plan, CDOT is actively transitioning its light-duty fleet vehicles into electric models. This fleet transition has created an immediate operational requirement to install on-site electric vehicle charging infrastructure. Because the existing localized electrical infrastructure is inadequate to handle the increased power demands, PSCO has agreed to supply 3-phase utility service to the property. To provide this services, PSCO has requested a utility easement to install, maintain, and access the buried 3-phase power and associated transformer.

Details

The requested nonexclusive utility easement encompasses 1,565 sq ft. Spatially, the easement extends from the southeastern corner of the property to the office building located in the middle of the property. CDOT seeks to grant this easement to PSCO to ensure long-term utility maintenance, operational reliability, and the electrical capacity needed for the region's transitioning vehicle fleet.

Next Steps

Upon approval by the Transportation Commission and the other approvals required by C.R.S. 24-82-202, CDOT will formally grant the 1,565 sq ft nonexclusive utility easement to PSCO pursuant to C.R.S. 24-82-201 and C.R.S. 24-82-202. This will allow the immediate construction, maintenance, and utility routing of the buried 3-phase power infrastructure and transformer to serve the 606 S. 9th St. property.

Attachments

Legal Description with Exhibit

EXHIBIT A
UTILITY EASEMENT

A parcel of land lying in the northeast (NE1/4) of Section 23, Township 1 South, Range 1 West, of the Ute Principal Meridian, lying in the Milldale Subdivision, City of Grand Junction, County of Mesa, State of Colorado, being a portion of that Tract of land described in the Warranty Deed recorded as Reception No. 319133 in the Mesa County Records, described as follows:

COMMENCING at the Block Monument for S. 9th Street & First Avenue, from which the Block Monument for S. 9th Street & first Avenue bears S00°01'48"E, being the S. 9th Street Control Line and the Basis of Bearings for this description; thence along said line S00°01'48"E a distance of 293.58 feet; thence leaving said line N89°57'37"E a distance of 440.47 feet to a point on the south line as described in Reception No. 319133, being THE POINT OF BEGINNING;

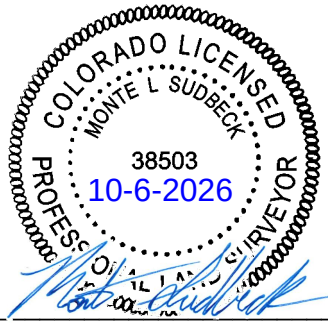
thence leaving said south line N00°02'23"W a distance of 14.50 feet;
thence S89°57'37"W a distance of 109.53 feet;
thence S00°02'23"E a distance of 2.50 feet;
thence S89°57'37"W a distance of 15.00 feet;
thence N00°02'23"W a distance of 15.00 feet;
thence N89°57'37"E a distance of 15.00 feet;
thence S00°02'23"E a distance of 2.50 feet;
thence N89°57'37"E a distance of 119.53 feet;
thence S00°02'23"E a distance of 24.50 feet to a point on said south line;
thence S89°57'37"W along said line a distance of 10.00 feet to the Point of Beginning.

Containing 1,565 square feet (0.036 acres) more or less.

All lineal distances shown hereon are in U.S. Survey Feet.

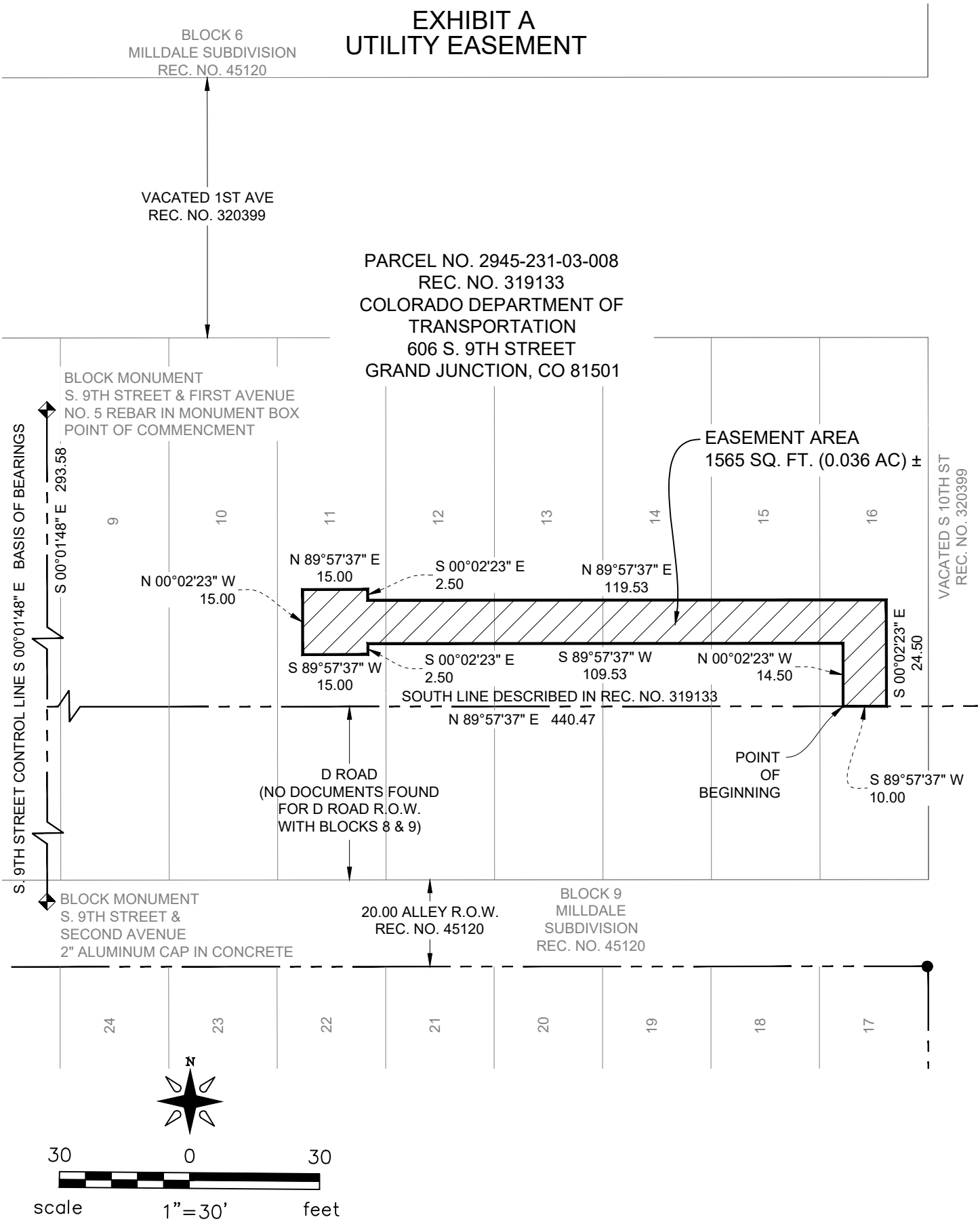
As shown on Exhibit A, Sheet 2 of 2, attached hereto and made a part hereof.

The author of this description is Monte L. Sudbeck, PLS 38503, prepared on behalf of SEH Inc., 2000 South Colorado Boulevard, Suite 6000, Denver, CO 80222, on October 6, 2026, under Job No. 190381-6.0, for Public Service Company of Colorado, and is not to be construed as representing a monumented land survey.



Monte L. Sudbeck, PLS 38503

EXHIBIT A
UTILITY EASEMENT



COLORADO
Department of Transportation

Transportation Commission Memorandum

To: The Transportation Commission

From: Jeff Sudmeier, Chief Financial Officer
Bethany Nicholas, Deputy Chief Financial Officer

Date: November 18, 2026

Subject: November Budget Supplement

Contingency Reserve Request

Region 1

Backfill RPP for emergency bridge repairs on US 40 & Tonn Valley Emergency Drainage repair and US 85 Emergency Culvert and Roadway repair. For US 40, emergency repairs were necessary to address an eroded corrugated metal pipe exposed to ground water resulting in a sinkhole on CDOT ROW. While inspecting this pipe, the team noticed additional repairs necessary on the westbound side of US 40. Fulfilling these Emergency repairs cost the Region $1,033,505. Additionally, Emergency Repairs were needed on a culvert on US 85 to address another sinkhole, costing $697,886. Region 1 is seeking Transportation Contingency Funds to backfill RPP funds that were utilized.

See Attachments for more details.

Region 5

Severe flooding in Southwest Colorado over the last few weeks has resulted in damage to infrastructure in multiple locations on CO 151, US 160, US 550, and CO17. The Transportation Commission Chair provided pre-approval to access $5M in Contingency Reserve funding on October 26th, in the immediate aftermath of the initial flooding. A subsequent pre-approval request of $15M was approved on November 6, in the aftermath of a second round of flooding. This funding, coupled with $6.5 M in FHWA Emergency Relief “Quick Release” funding, is providing funding for immediate response and repair activities. This includes . initial roadway embankment reconstruction, temporary bridge construction, drainage culvert installation, asphalt paving, temporary traffic control, and other necessary roadway construction activities. The total estimated costs of response, temporary and permanent repairs are still being assessed.

See Update on Southwest Colorado Flooding for additional detail regarding this request.

10 Year Plan Changes

Region 1

Request to reallocate currently available (FY19-30) 10 Year Plan funds between projects as well as allocate an additional $10M in future funding (FY31-36).
Plan ID 0002.2 “I-270 Phase 1: Critical Bridges” - decrease $50,000,000
Plan ID 2575 “I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue” - increase $60,000,000

See attachment for more details.

Region 1

Request to reallocate currently available (FY19-30) 10 Year Plan funds between projects.
Plan ID 1 “I-25 South Gap” - decrease $1,538,779
Plan ID 5 “I-70 Peak Period Shoulder Lanes” - decrease $1,185,822
Plan ID 86 “I-70 Harlan Bridge Replacement” - decrease $596,152
Plan ID 87 “I-70 Corridor West Metro Bridges” - decrease $2,260,279
Plan ID 2593 “I-70 Escape Ramp Improvements” - decrease $658,633
Plan ID 2594 “Noise Walls” - decrease $1,097,949
Plan ID 2595 “Regionwide Trail Grade Separations” - decrease $3,018,526
Plan ID 6 “Safer Main Streets Program” - decrease $2,451,896
Plan ID 2583 “Eisenhower Johnson Memorial Tunnel Repairs” - decrease $191,997
Plan ID 3391 “R1 Regionwide Sign Bridge Replacements” - increase $13,000,033

See attachment for more details.

Region 4

Request to reallocate currently available (FY19-30) 10 Year Plan funds between projects.

Plan ID 2498 - “CO 59 Safety Improvements” decrease $602,586
Plan ID 2769 - “I-70 Corridor Improvements (Bethune to Burlington Phase I)” decrease $102,750
Plan ID 2775 - “CO 63 Akron North and South Resurfacing” decrease $844,309
Plan ID 3373 - “CO 63 Anton North Part 2: MP 13 to MP 25.1” increase $1,549,645

See attachment for more details.

Balances of TC Funds are as follows:

Transportation Commission Contingency Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
October-26	Balance 4S27		$41,903,689
	Region 5 EMT Request	-$5,000,000	
	Region 1 RPP Backfill	-$1,731,391	
	Region 5 Additional Flooding	-$15,000,000	
November-26	Pending Balance 5S27		$20,172,298

*Consolidating TCC Pool back into one table.

Transportation Commission Program Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
October-26	Balance 4S27		$43,817,275
November-26	Pending Balance 5S27		$43,817,275

Transportation Commission Maintenance Reserve Fund Reconciliation

Date	Transaction Description	Amount	Balance
October-26	Balance 4S27		$12,004,727
November-26	Pending Balance 5S27		$12,004,727

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Jessica Myklebust, Region 1 Transportation Director

Date: November 18, 2026

Subject: Approval of the Requested Transportation Commission Contingency Reserve Funding for the US 40 Tonn Valley Emergency Project

Purpose

CDOT Region 1 is requesting $1,033,505 from the Transportation Commission Contingency Reserve for the work associated with the US 40 MP 270.5 Tonn Valley Emergency Repair.

Action

Approval of the requested Transportation Commission Contingency Reserve funding.

Background

On August 25th, 2025, CDOT Region 1 West Program and Section 9 Maintenance were notified by a private property owner in the Tonn Valley neighborhood that a sinkhole had formed on Tonn Valley Drive near their driveway entrance, which is within CDOT ROW. The sinkhole was approximately 10 feet in diameter and 5 feet deep and formed adjacent to an existing CDOT-owned corrugated metal pipe, which ultimately outlets onto private property. CDOT Maintenance and Engineering conducted a site visit on September 2, 2025, and inspected the sinkhole and adjacent pipe and determined that groundwater was entering the pipe mid-span, causing significant degradation of the metal pipe and contributing to the sinkhole. In addition, significant erosion of the westbound shoulder and hillside of US 40 was observed, as well as at the pipe outlet onto private property. The outlet erosion was poised to breach into the privately owned leach field and septic system. Due to the imminent threat to private property and safety concerns related to the instability of westbound US 40 due to undercutting, Chief Engineer Stefanik issued an official Emergency Declaration for this site on November 5, 2025.

Upon the Emergency Declaration order, Atkins Realis, the engineering design consultant, began designing a drainage and slope stabilization repair. Once design had progressed sufficiently to estimate quantities, Region 1 invited three contractors to bid on the project on February 23, 2026, bids were received on March 2, 2026 and

the notice-to-proceed was issued that same day.

The project was split into two phases. Phase 1 addressed necessary repairs that were within CDOT ROW, including: filling and stabilizing the sinkhole, repairing the undercutting of US 40, restoring the adjacent westbound shoulder, installing a restrictor plate at the upstream inlet, and removal and replacement of a conflicting utility pole. Phase 2 addressed necessary repairs within private property. ROW easements (two temporary and two permanent) which were needed to access and work on private property were challenging to obtain, and lengthy negotiations led to delays in being able to commence work on that portion of the site; the final agreement was signed on June 3, 2026. The contractor commenced repairs for this phase on June 4, 2026. These repairs included: a gabion basket drop structure, installing riprap to line the ditch, constructing rock check dams, and placing soil riprap and fill. Phase 2 repairs were substantially completed, and the project was accepted on August 13, 2026.

Next Steps

Project closeout is in progress, once completed the project will be closed.

COLORADO
Department of Transportation

Memorandum

To: Transportation Commission

From: Jessica Myklebust, Region 1 Transportation Director

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

Date: November 18, 2026

Subject: Transportation Commission Contingency Reserve Request for US 85 Emergency Repair Culvert Project

Purpose

CDOT Region 1 is requesting $697,886 from the Transportation Commission Contingency Reserve for the work associated with the US 85 Emergency Repair Culvert at MM 185.546 between New Beale Street and Promenade Parkway in Douglas County (Structure 085B185160BR).

Action

Approval of the requested Transportation Commission Contingency Reserve funding.

Background

In early August 2026, The CDOT Statewide Structure Inspection Coordinator, Josh Dunbar issued an Essential Repair Letter titled "085B185160BR – Essential Repair Letter – Severe R4 Corrosion with 100% Section Loss – Orange Priority." The letter provided a structure description, condition findings, recommendations and inquiry on a Plan of Action, definitions, classifications, prioritization considered for the structure, followed by inspection notes and photographs from Consor (Staff Bridges's inspection consultant engineer). The inspection was triggered by the development of a sinkhole in the northbound Lane 3 (right lane). Further inspection found erosion of the metal culvert, exposure to fill at the culvert joints, backfill loss, and continued sinkhole growth. CDOT Maintenance made attempts to fill the sinkhole. Due to the continued presence of the sinkhole after maintenance fills and a Region 1 request, CDOT Chief Engineer Keith Stefanik issued an official Emergency Declaration for the structure for US Highway 85 at Mile Marker 185 in Castle Rock on August 11, 2026.

Following the Emergency Declaration, the South Program assembled a team comprised of two Residencies (Lone Tree and Cherry Creek) to address the emergency project design and construction needs. On August 20, 2026, a subsequent site visit was conducted by the Lone Tree Residency. During that site visit it was confirmed that the nearby railroad, Union Pacific Railroads (UPRR), was 25 feet or greater from the culvert end. To mitigate schedule risks and accelerate the project, the project team decided to keep all work on this emergency project 25 feet or more from the

UPRR tracks.

The Residencies hosted a Design Scoping Review (DSR) Meeting with CDOT Specialties and rapidly developed strategies for design, traffic control, specifications, and related pay items for the emergency culvert repair. This location is also within the reconstruction limits of a project on the CDOT 10-year plan. Hydraulic plans from that 10 year Plan Project were also considered in this emergency project design.

During the final design phase, four contractors were invited to a mandatory, in-person pre-bid and Q/A meeting, with CDOT posting all responses to BidNet on August 26, 2026. Concurrently, three consulting firms with non-project specific contracts with CDOT were evaluated for their availability.

Vivid Engineering Group with Wilson & Co as sub-consultant was selected to provide Construction Management (CM) services. The emergency project was advertised on August 27, 2026, with the low-bid Contractor, American West, identified on August 28, 2026. The Notice to Proceed was issued via Speed Memo, Form 105 by the CDOT Project Engineer that same day. Construction began on September 8, 2026.

To meet the 17-working day contract schedule, American West set up traffic control shifting the traveling public to a single lane configuration in the north/southbound directions between Meadows and Promenade Parkway. Crews excavated the roadway, removed the eastern half of the damaged pipe, and installed a 60-inch reinforced concrete pipe (RCP) alongside a precast manhole before completing backfill, pavement patching, and temporary restriping. Traffic was then shifted onto the newly reconstructed eastern lanes, allowing crews to excavate and replace the remaining western segment of pipe. Slope stabilization was completed by placing geotextile fabric and riprap to the pipe outlet beyond the embankment. Following surface paving and permanent striping operations, US 85 was fully reopened to traffic. CDOT granted final project acceptance on September 21, 2026, delivering the project well within the scheduled contract timeline.

Next Steps

Region 1 will execute final payment to American West and officially close out the emergency project.

COLORADO
Department of Transportation

Transportation Commission Memorandum

Date: November 18, 2026

To: Colorado Transportation Commission

From: Jeff Sudmeier, CFO

Subject: Transfer $50M of 10 Year Plan funding from I-270 Critical Bridges to I-25 at Speer and 23rd

Purpose

Periodically, changes to the adopted 10 Year Plan may require Transportation Commission (TC) approval. Such changes may include the transfer of "Strategic Funds" aka 10 Year Plan Funds between projects.

Region 1, the Division of Transportation Development, and the Division of Accounting and Finance seeks the approval of the November Budget Supplement to reallocate funds between projects, due to the identification of funding from the Bridge and Tunnel Enterprise (BTE) for I-270 Critical Bridges.

Action

$50,000,000 is requested to be reallocated from Plan ID 0002.2 "I-270 Phase 1: Critical Bridges" to Plan ID 2575 "I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue". An additional $10,000,000 is also being added to Plan ID 2575 in the FY31-36 period.

Background

The I-270 Phase 1: Critical Bridges project includes eight bridges in need of replacement. Originally, BTE planned to fund six high priority fair rated bridges, with two lower priority fair rated bridges planned for $50 million in funding from CDOT in the 10-Year Plan. Separately, BTE planned to fund $60 million in bridge replacements as part of the I-25 Speer Blvd and 23rd Ave project. Staff are proposing a funding "swap" in which BTE instead funds all eight of the I-270 bridges, taking on $50 million in additional project scope from CDOT. In exchange, CDOT will fully fund the I-25 Speer Blvd and 23rd Ave bridges, taking on $60 million in additional project scope from BTE. This proposed swap will support CDOT in managing the timing of funding commitments in the fiscally constrained period of the 10-Year Plan by reducing 10-Year Plan commitments in the short-term in exchange for an increase in commitments several years out. This proposed swap has the further benefit of allowing for a more efficient spenddown of BTE funds, allowing BTE to accelerate

additional bridge projects into the fiscally constrained period, and streamlining project management and administration of the projects.

Details

	Table 1 - Currently Approved Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
0002.1	I-270 Corridor Improvements Phase 1: Critical Bridges	$148,100,000	$6,900,000	$0
2575	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	$5,000,000	$10,000,000	$69,000,000
Total by Year		$153,100,000	$16,900,000	$69,000,000
	Table 2 - Requested Changes to Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
0002.1	I-270 Corridor Improvements Phase 1: Critical Bridges	$105,000,000	$0	$0
2575	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	$48,100,000	$16,900,000	$79,000,000
Total by Year		$153,100,000	$16,900,000	$79,000,000

Next Steps

If approved, staff will adjust the funding for the 10 Year Plan within the respective databases and reports, as well as allocate funds to capital projects within CDOT's financial software accordingly.

COLORADO
Department of Transportation

Transportation Commission Memorandum

Date: November 18, 2026

To: Transportation Commission
From: Jessica Myklebust, Region 1 Transportation Director

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

Purpose

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

Action

The TC is requested to approve the reallocation of $13,000,033 in 10-Year Plan Strategic Funding (FY 2019 - FY 2026) from existing project savings to one (1) 10-Year Plan Projects, R1 Regionwide Sign Bridge Replacements (Plan ID: 3391).

Background

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

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

These projects have completed their original scope and the remaining balance of funding has been identified as project savings.

The R1 Regionwide Sign Bridge Replacement project is a priority for Region 1 in the 10 year plan to maintain our critical safety assets. The project will replace bridge signs across the metro region on the interstate system.

Region 1 requests approval to reallocate the savings balance from the completed projects to R1 Regionwide Sign Bridge Replacements for the following reasons:

- Moving funds forward from the out years will allow R1 to address assets with the TC's goal of Fix It First sooner rather than later.
- Replacing the sign bridges will enhance public safety along our busy interstates which addresses Advancing Transportation Safety principles.

Details

	Table 1 - Currently Approved Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
1	I-25 South Gap	$274,748,189	$0	$0
5	I-70 Peak Period Shoulder Lanes	$87,716,951	$0	$0
86	I-70 Harlan Bridge Replacement	$24,220,000	$0	$0
87	I-70 Corridor West Metro Bridges	$27,234,811	$0	$0
2593	I-70 Escape Ramp Improvements	$14,500,000	$0	$0
2594	Noise Wall Maintenance	$29,662,290	$0	$0
2595	Regionwide Trail Grade Separations	$4,250,000	$0	$0
6	Safer Main Streets Program	$50,611,031	$0	$0
2583	Eisenhower Johnson Memorial Tunnel	$53,000,000	$0	$0
3391	Regionwide Sign Bridge Replacements	$0	$0	$35,000,000
Total by Year		$565,943,272	$0	$35,000,000

	Table 2 - Requested Changes to Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
1	I-25 South Gap	$273,209,410		
5	I-70 Peak Period Shoulder Lanes	$86,531,129		
86	I-70 Harlan Bridge Replacement	$23,623,848		
87	I-70 Corridor West Metro Bridges	$24,974,532		
2593	I-70 Escape Ramp Improvements	$13,841,367		
2594	Noise Wall Maintenance	$28,564,341		
2595	Regionwide Trail Grade Separations	$1,231,474		
6	Safer Main Streets Program	$48,159,135		
2583	Eisenhower Johnson Memorial Tunnel	$52,808,003		
3391	Regionwide Sign Bridge Replacements	$13,000,033	$0	$35,000,000
Total by Year		$565,943,272	$0	$35,000,000

Next Steps

If approved, the Region 1 Business Office will work with the Office of Financial Management and Budget (OFMB) to adjust the funding for the project.

COLORADO
Department of Transportation

Transportation Commission Memorandum

Date: November 18, 2026

To: Colorado Transportation Commission

From: Heather Paddock, P.E., Region 4 Transportation Director

Subject: Region 4 10-Year Plan Strategic Funding Project Reallocation Request

Purpose

As projects within the 10-Year Plan are completed, cost savings may occasionally become available, creating opportunities to redirect strategic funding toward other priority projects on the plan. The Transportation Commission is responsible for approving any funding transfers in the 10-Year Plan that are greater than or equal to 15% and greater than or equal to $500,000 (Policy Directive 703.0).

Region 4 has recently completed three 10-Year Plan projects that have resulted in cost savings. These savings are available for reallocation to another existing Region 4 10-Year Plan project within the Eastern Transportation Planning Region: CO 63 Anton North Part 2: MP 13 to 25.1 (#3373).

FY 2019 - 2026 Completed Projects & Cost Savings:

- CO 59 Safety Improvements (#2498): $602,586
- I-70 Corridor Improvements and Preservation (#2769): $102,750
- CO 63 Akron North & South Resurfacing (#2775): $844,309

Total FY 2019 -2026 Strategic Funding Available for Reallocation: $1,549,645

Action

The Transportation Commission to approve the reallocation of $1,549,645 in FY 2019 - 2026 Strategic Funding cost savings from completed projects (#2498 – $602,586; #2769 – $102,750; and #2775 – $844,309) to CO 63 Anton North Part 2: MP 13 to MP 25.1 (#3373).

Background

This project will address deteriorating pavement conditions along CO 63 between MP 13 and MP 25.1 to maintain a safe and reliable corridor for the traveling public. The project has been designed to align with available funding; however, it remains

underfunded. The additional funding will help get us closer to closing the remaining funding gap and continue to advance this high-priority project towards full funding and delivery.

Details

	Table 1 - Currently Approved Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
2498	CO 59 Safety Improvements	$7,100,000	$0	$0
2769	I-70 Corridor Improvements & Preservation	$47,657,224	$0	$0
2775	CO 63 Akron North and South Resurfacing	$10,423,123	$0	$0
3373	CO 63 Anton North Part 2	$0	$8,000,000	$0
Total by Year		$65,180,347	$8,000,000	$0
	Table 2 - Requested Changes to Project Funding and Schedule			
Plan ID	**Project Name**	**FY 19-26**	**FY 27-30**	**FY 31-36**
2498	CO 59 Safety Improvements	$6,497,414	$0	$0
2769	I-70 Corridor Improvements & Preservation	$47,554,474	$0	$0
2775	CO 63 Akron North and South Resurfacing	$9,578,814	$0	$0
3373	CO 63 Anton North Part 2	$1,549,645	$8,000,000	$0
Total by Year		$65,180,347	$8,000,000	$0

Next Steps

If approved, Region 4 staff will work with the Division of Transportation Development (DTD) and the Office of Financial Management and Budget (OFMB) to update the 10-Year Plan, STIP, and TIP. The Region will proceed with the planned advertisement in December 2026.

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Herman Stockinger, Deputy Director

Date: November 19, 2026

Subject: Re-Adopt 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Lines)

Purpose

At the September Transportation Commission Board Meeting, the TC adopted changes to the 2 CCR 601-18, the State Highway Utility Accommodation Code Rules. Ordinarily this completes the Commission's rulemaking process. However, it was discovered that the Department did not file the proposed rule with the Department of Regulatory Agencies prior to the rulemaking hearing as required by the Administrative Procedures Act. Therefore, CDOT re-filed the rule and conducted an additional rulemaking hearing on November 3.

Action

Re-Adopt 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Line update).

Background

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

The new rules explain that longitudinal high voltage lines may be permitted in state highway ROW identified criteria are met. The updated rules also:

1. Contain a process through which a transmission developer must submit a permit request to CDOT for the use of a state highway ROW to construct a high voltage line.

2. Establish the process for the denial of a permit request submitted by a transmission developer for a high voltage line if the proposed project presents a risk to public safety or prevents the proper functioning of the state highway.

3. Set the surcharges for a transmission developer's access to a state highway ROW.

During CDOT's additional public input process on this rule, including the additional public hearing on November 3, CDOT did not receive any requests for modifications to the rule as presented to the Transportation Commission and adopted in September.

Next Steps

Adopt 2 CCR 601-18: State Highway Utility Accommodation Code (Transmission Lines).

Attachments

Red-line Version of Updated 2 CCR 601-18

DEPARTMENT OF TRANSPORTATION

Transportation Commission

STATE HIGHWAY UTILITY ACCOMMODATION CODE

2 CCR 601-18

[Editor's Notes follow the text of the rules at the end of this CCR Document.]

The rule appropriately requires mitigation strategies, but could be improved by explicitly incorporating an avoidance and minimization framework, under which applicants first avoid impacts where feasible, then minimize unavoidable impacts, and address any remaining impacts through appropriate compensatory mitigation measures.

1.0 GENERAL PROVISIONS

1.1 Statement of Basis

1.1.1 The basis of the State Highway Utility Accommodation Code (Code) is the need to serve the public good through the safe, efficient and effective joint utilization of State Highway Right-of-Way (SH ROW) for both transportation and utility purposes.

1.1.2 The Code is necessary to establish a uniform and consistent statewide process for accommodating utilities within SH ROW by means of reasonable regulations to ensure that such accommodations do not adversely affect the highway or traffic safety, or otherwise impair the operation, aesthetic quality or maintenance of the transportation facility, or conflict with applicable law.

1.1.3 Utility facilities provide an essential service to the general public, but every accommodation must be compatible with and not adversely affect the existing and future needs of the transportation facility.

1.1.4 The Code is being implemented in an effort to conserve limited public resources, preserve future options, and minimize conflicts between highway and utility facilities. The reasonable regulations in the Code ensure such accommodations.

1.1.5 As part of the regulatory review process, the Colorado Department of Transportation (Department) has conducted a thorough review of these rules, and where possible has eliminated unnecessary language, and has updated the rules based on changes in law or practice.

1.2 Specific Statutory Authority

1.2.1 § 43-1-225(1), C.R.S., gives the Transportation Commission (Commission) authority to make reasonable regulations for accommodation of certain utilities in, on, along, over, across, through, or under SH ROW. Also, the Department has responsibility and authority under §§ 43-1-110 and 43-2-102, C.R.S., for the design, construction, improvement, maintenance and management of the State highway system and SH ROW. The Department also has authority to implement procedures for the performance of utility relocation work pursuant to § 43-1-1409(1)(b), C.R.S. § 43-1-106(8)(k), C.R.S., further authorizes the Commission to make all necessary and reasonable regulations with respect to the responsibilities of the Department for the State highway system. Finally, the Commission has authority under the police power to

regulate the accommodation of utility facilities within SH ROW to the extent that regulation is necessary to protect the public safety and welfare.

1.2.2 While utilities have certain statutory authority to place their facilities within SH ROW, §§ 32-1-1006(1)(c), 32-4-406(1), 32-4-510(1), 38-5-101, and 38-5.5-103(1), C.R.S., that authority is subject to reasonable regulation by the Department to ensure that the facilities do not unreasonably impair transportation purposes. While local agencies have certain authority to allow utilities in streets that are also SH ROW pursuant to §§ 43-2-135(1), 31-15-702(1), and 38-5-108, C.R.S. and also Article XXV of the Colorado Constitution, that authority must be construed harmoniously with the primary authority of the Commission and the Department to regulate the accommodation of utility facilities in the SH ROW, as provided in the Code, in order to ensure statewide uniformity.

1.2.3 § 43-1-228(6)(a), C.R.S. gives the Department the authority and directs the Department to "update its rules concerning access to state highway rights-of-way to accommodate high voltage lines pursuant to the state highway utility accommodation code, 2 CCR 601-18, or any successor code" and directs the Executive Director to adopt rules as necessary to implement this section, § 43-1-228(6)(a), C.R.S.

1.3 Purpose

1.3.1 The purpose of the Code is to implement, by permit, Commission and Department authority to regulate utility accommodations in SH ROW.

1.3.2 The Code must comply with applicable federal provisions.

1.4 Definitions and References

1.4.1 Abbreviations: As used in the Code these abbreviations shall have the following meaning:

1.4.1.1 AASHTO: American Association of State Highway and Transportation Officials

1.4.1.2 CCR: Code of Colorado Regulations

1.4.1.3 CDOT: Colorado Department of Transportation (Department)

1.4.1.4 CDPHE: Colorado Department of Public Health and Environment

1.4.1.5 C.F.R.: Code of Federal Regulations

1.4.1.6 CDPS: Colorado Discharge Permit System

1.4.1.7 C.R.S.: Colorado Revised Statutes

1.4.1.8 FHWA: Federal Highway Administration

1.4.1.9 MPH: Miles per Hour

1.4.1.10 MS4: Municipal Separate Storm Sewer System

1.4.1.11 MUTCD: The FHWA "Manual on Uniform Traffic Control Devices" and the Colorado supplement thereto as adopted by the Commission pursuant to § 42-4-104, C.R.S.

1.4.1.12OSHA: Occupational Safety and Health Administration

1.4.1.13 PUC: Colorado Public Utilities Commission

1.4.1.14 ROW or SH ROW: Highway Right Of Way or State Highway ROW under CDOT jurisdiction

1.4.1.15 §: A Section of C.F.R. or C.R.S.

1.4.1.16 UNCC: Utility Notification Center of Colorado

1.4.1.17 U.S.C.: United States Code

1.4.1.18 WQCD: Water Quality Control Division at the Colorado Department of Public Health and Environment

1.4.2 Definitions

1.4.2.1 ABANDONED: The cessation of ownership, use, and operation of a utility facility. Also see “Retirement” in these definitions.

1.4.2.2 ACCOMMODATION: The location, installation, construction, operation, maintenance, repair, renewal, relocation or presence of utility facilities.

1.4.2.3 ADJUSTMENT: A modification of an existing utility facility.

1.4.2.4 AESTHETIC QUALITY: Those desirable characteristics in the appearance of the highway and its environment, such as harmony between or blending of natural or manufactured objects in the environment, continuity of visual form without distracting interruptions, and simplicity of designs which are desirably functional in shape but without clutter.

1.4.2.5 APPLICANT: The person or entity that prepares a utility permit application on behalf of the utility owner.

1.4.2.6 AS-CONSTRUCTED PLAN: also known as “As-Built Plan” is a plan updated throughout construction that includes all changes and modifications that occur during the construction phase of a project.

1.4.2.7 BACKFILL: Replacement of suitable material as specified around and over a pipe, conduit, casing or gallery.

1.4.2.8 BEDDING: Organization of soil or other suitable material to support a pipe, conduit, casing or gallery.

1.4.2.9 BORE: The excavation of an underground circular cavity for the insertion of a pipe or other type of conduit. Also see “Trenchless.”

1.4.2.10 BRIDGE: A structure, including supports, erected over a depression or obstruction, such as water, a highway, or railroad, and having a track or passageway for carrying traffic or other moving loads and having a length measured along the center of roadway of more than twenty (20) feet between undercopings of abutments or extreme ends of openings for multiple boxes.

1.4.2.11 BRIDGE ATTACHMENT: Clamps, connectors, hangers, or other devices, subject to approval by the Department, required for securing utilities to a bridge.

1.4.2.12 CALENDAR DAY: Each and every day shown on the calendar, beginning and ending at midnight. When “day” is used, it shall mean calendar day unless otherwise specified.

1.4.2.13 CAP: Rigid structural element surmounting a pipe, conduit, casing, or gallery.

1.4.2.14 CARRIER: Pipe directly enclosing a transmitted fluid in a liquid or gaseous state.

1.4.2.15 CASING: A larger pipe enclosing a carrier. The cell of a box girder does not qualify as a casing. Tunnels or galleries may function as casing pipes.

1.4.2.16 CATHODIC PROTECTION: A method of controlling corrosion through the use of an induced electrical current and sacrificial anodes.

1.4.2.17 CLEAR ZONE: The unobstructed, traversable area provided beyond the edge of the traveled way for the recovery of errant vehicles. The clear zone includes shoulders, bike lanes, and auxiliary lanes, except those auxiliary lanes that function like through lanes.

1.4.2.18 COATING: Material applied to or wrapped around a pipe.

1.4.2.19 CONDUCTOR: Wire carrying electric current.

1.4.2.20 CONDUIT or DUCT: An enclosed tubular runway for protecting wires or cables.

1.4.2.21 CONSTRUCTION, ACCESS, AND MAINTENANCE REPORT written: a report addressing mitigation strategies for potential impacts of proposed utility installations.

1.4.2.22 COVER or COVER DEPTH or DEPTH OF COVER: The depth to the top of pipe, conduit, casing or gallery below grade of roadway or ditch.

1.4.2.23 CRADLE: Rigid structural element below and supporting a pipe.

1.4.2.24 CROSSING: The utility crossing of the SH ROW plus isolated segments of utility lines which may parallel the highway for not more than five hundred (500) feet.

1.4.2.25 CUMULATIVE DISTURBANCE: the total, combined area of disturbance for a project or permit in a common highway right-of-way. The disturbed area does not have to be contiguous.

1.4.2.26 DAY: Means a calendar day, unless specifically stated otherwise in the applicable text of the Code.

1.4.2.25 DEPARTMENT: The Colorado Department of Transportation.

1.4.2.26 DESIGN-BUILD CONTRACT: The procurement of both the design and construction of a transportation project in a single contract with a single design-build firm or a combination of such firms capable of providing the necessary design and construction services.

1.4.2.27 DESIGNATED REPRESENTATIVE: An authorized, appointed representative of the Department, local agency, utility owner or permittee.

1.4.2.28 DIVIDED HIGHWAY: A highway with separated roadways usually for traffic moving in opposite directions, such separation being indicated by depressed dividing strips, raised curbings, traffic islands, or other physical barriers so constructed as to impede vehicular

traffic or otherwise indicated by standard pavement markings or other official traffic control devices as prescribed in the state traffic control manual.

1.4.2.29 DRAIN: Appurtenance designed to discharge liquid.

1.4.2.30 EASEMENT: An interest in real property that conveys a right to use a portion of an owner's property or a portion of an owner's rights in the property.

1.4.2.31 EMERGENCY: Where circumstances imperatively require immediate action to comply with a State or federal law or federal regulation or for the preservation of the public health, safety or welfare.

1.4.2.32 ENCASEMENT: A structural element surrounding a pipe, which may include boxing or jacketing in trenched installations, or grouting in trenchless installations.

1.4.2.33 EXPRESSWAY: A divided highway with partial control of access.

1.4.2.34 FEDERAL AID HIGHWAY: A public highway eligible for assistance under Chapter 1 of Title 23 of the United States Code other than a highway functionally classified as a local road or rural minor collector.

1.4.2.35 FEDERAL AID HIGHWAY PROJECTS: Active or completed highway projects administered by or through a State highway agency which involve or have involved the use of federal aid highway funds for the development, ROW acquisition, construction, or improvement of highway or related facilities, including highway beautification projects.

1.4.2.36 FLOWABLE BACKFILL: A low-cement-content aggregate mixture developed as an alternative to conventional trench backfilling methods, to facilitate the backfilling operation and expedite the restoration of a pavement surface.

1.4.2.37 FORCE MAJEURE: is a "superior force," such as natural and unavoidable catastrophes that interrupt the expected course of events and restrict participants from fulfilling obligations. It is a common clause in contracts to free both parties from liability or obligation when an extraordinary event or circumstance beyond the control of the parties, such as a war, strike, riot, crime, or an event described by the term "act of God" (e.g., flooding, earthquake, volcano), prevents one or both parties from fulfilling their obligations under the contract. It does not excuse negligence or other malfeasance of a party, as where non-performance is caused by the usual and natural consequences of external forces, or where the intervening circumstances are specifically contemplated.

1.4.2.38 FREEWAY: A divided highway with full control of access.

1.4.2.39 FRONTAGE ROAD: A local street or road auxiliary to and located on the side of a highway for service to abutting property and adjacent areas for control of access.

1.4.2.40 FULL CONTROL OF ACCESS: The access control which provides for a preference to through traffic by providing access connections only with selected public roads and by prohibiting at-grade crossings and direct private driveway connections.

1.4.2.41 GALLERY: An underpass for two or more utility lines.

1.4.2.42 GRADE SEPARATION: A crossing of two roadways, or a roadway and railroad, at different levels.

1.4.2.43 GRAVITY-FED SYSTEM: any underground facility that is not pressurized and that utilizes gravity as the only means to transport its contents. These systems include sanitary lines, storm sewer lines, irrigation lines, and open-air irrigation ditches.

1.4.2.44 GROUT: A cement mortar or a slurry of fine sand or clay.

1.4.2.45 HEAVY WALL THICKNESS PIPE: Pipe meeting the industry standard for this specific designation.

1.4.2.45 HIGH VOLTAGE LINE: Any line for the transmission of electric current with a nominal voltage in excess of one hundred fifteen (115) kilovolts that is co-located longitudinally in a State Highway right-of-way, and all supporting structures and accessories necessary for such line.

1.4.2.46 HIGHWAY: The entire width between boundary lines of every way publicly maintained when any part thereof is open to use of the public for purposes of vehicular travel or the entire width of every way declared to be a public highway by any law of this State.

1.4.2.47 HIGHWAY AGENCY: That department, agency, commission, board, or official of any state or political subdivision thereof, charged by its law with the responsibility for highway administration.

1.4.2.48 HIGHWAY PURPOSE: Pertaining to the planning, design, construction, operation, maintenance, or improvement of any portion of the highway facility or function thereof, or to any lawful duty or act of a highway agency.

1.4.2.49 HIGHWAY PROPERTY: SH ROW, Port of Entry, and all improvements constructed thereon for highway purposes, including but not limited to such elements as: roadway template, pavement, subgrade, roadside areas, curbing, traffic barriers, highway structures, landscaping, irrigation and drainage systems, lighting, traffic signal systems, delineation, pavement markings and survey monumentation.

1.4.2.50 HIGHWAY STRUCTURE: Any structure constructed for the purpose of carrying vehicular, rail, or pedestrian traffic over a depression, stream, obstacle, roadway, walkway, or railroad.

1.4.2.51 HOLIDAY: Holidays recognized by the State of Colorado are: New Year's Day, Dr. Martin Luther King Jr. Birthday (observed), President's Day, Memorial Day, Independence Day, Labor Day, Frances Xavier Cabrini Day, Veteran's Day, Thanksgiving Day, Christmas Day. When a holiday falls on Sunday, the following Monday shall be considered a holiday, and when a holiday falls on a Saturday, the preceding Friday shall be considered a holiday. Cesar Chavez Day (March 31) may be considered a holiday, and, will be noted on the completed permit if applicable. Additional legal holidays, when designated by the Governor or the President of the United States, may also be recognized by the State. When a local agency has issuing authority for a permit, such other day(s) as the local agency may designate shall also be considered holiday(s) for the purpose of the permit.

1.4.2.52 INSPECTOR: A designated representative of the Department who is assigned to make detailed inspections of utility permit activities in order to verify compliance with the Code and with the terms and conditions of an approved permit.

1.4.2.53 INSTALLATION: A utility facility or portion thereof, which is placed within SH ROW or property owned by non-private entities, or the act of making same.

1.4.2.54 INTERCHANGE: A facility that grade separates intersecting roadways and provides directional ramps for access movements between the roadways. The structure and the ramps are part of the interchange.

1.4.2.55 INTERSTATE: A highway that is included as part of the national system of interstate and defense highways.

1.4.2.56 ISSUING AUTHORITY: The authority vested in the appropriate government agency to issue a permit in accordance with the Code to accommodate a utility in SH ROW.

1.4.2.57 JACKET or BOX: Encasement by concrete poured around a pipe or utility when proper depth cannot be obtained.

1.4.2.58 JACKING: Pushing a pipe horizontally under a roadway by mechanical means, with or without boring.

1.4.2.59 JETTING: Pushing a pipe through a roadway embankment using water under pressure to create a cavity ahead of the pipe. Jetting is different from Wet Boring, which is defined herein.

1.4.2.60 JOINT USE: The use of pole line, trenches, duct systems, or other facilities by two or more utilities in order to conserve SH ROW.

1.4.2.61 LEAK-PROOF CONSTRUCTION: Methods to ensure against leakage in pipelines, including welded or mechanical leak-proof joints, and/or quality assurance measures such as radiographic or hydrostatic testing and certification of welds and joints.

1.4.2.62 LOCAL AGENCY: The city, city and county, or incorporated town within whose jurisdiction the utility will be accommodated in the ROW of a street that is also a State highway.

1.4.2.63 LOCAL STREET: A street that is a part of a system of streets established in each city, city and county, and incorporated town, known as the city street system. It shall not include any street established by law as a part of the state highway system.

1.4.2.64 LONGITUDINAL: Parallel or nearly parallel to the approximate alignment of the highway for more than five hundred (500) feet.

1.4.2.65 MAINTENANCE: The servicing and repair of an existing facility as necessary to keep the facility in safe and acceptable operating condition.

1.4.2.66 MAJOR CHANGE: An alteration in the scope, location, nature, or cost of the work and includes but is not limited to:

1.4.2.66.1 changing a facility from aerial to underground; or

1.4.2.66.2 changing the location of a highway crossing; or

1.4.2.66.3 a shift from one side of the highway to another; or

1.4.2.66.4 any increase in plant capacity; and

1.4.2.66.5 changing from boring to open cut installation.

1.4.2.67 MANHOLE: An opening in an underground system which workmen, or others may enter for the purpose of making installations, repairs, connections or tests.

1.4.2.68 MARKER: A pole or other object placed over or near a buried facility to denote the facility's alignment.

1.4.2.69 MEDIAN: That portion of the highway separating the opposing traffic flows.

1.4.2.70 METHOD OF HANDLING TRAFFIC (MHT): A site-specific traffic control plan that describes the traffic control measures that may or will be taken in a particular phase of a permit operation or in a particular situation that may be encountered.

1.4.2.71 MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4). A conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains):

1.4.2.71.1 Owned or operated by a state, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to state law) having jurisdiction over disposal of sewage, industrial wastes, stormwater, or other wastes. This includes special districts under state law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under the Clean Water Act, 33 U.S.C. § 1251, *et seq.*, that discharges to waters of the United States;

1.4.2.71.2 Designed or used for collecting or conveying stormwater; and

1.4.2.71.3 Which is not a combined sewer; and

1.4.2.71.4 Which is not part of a Publicly Owned Treatment Works (POTW). See 5 CCR 1002-61.2(62).

1.4.2.72 NIGHT: The period between one hour before sunset and one hour after sunrise, or as specified in the Utility Permit.

1.4.2.73 PARTIAL CONTROL OF ACCESS: The authority to control access is exercised to give preference to through traffic to a degree that, in addition to access connections with selected public roads, there may be some crossings at-grade and some private driveway connections.

1.4.2.74 PAVEMENT CUT: The removal of an area of pavement for the purpose of placing or maintaining a utility facility.

1.4.2.75 PAVEMENT STRUCTURE: The combination of subbase, base course, and surface course placed on a subgrade to support and distribute the traffic load to the roadbed.

1.4.2.76 PERMIT: The written document by which the Department regulates and/or gives approval of the use and occupancy of the SH ROW by utility facilities or private lines, and which sets forth the approved terms and conditions under which a utility or utility facility may be accommodated within SH ROW. A permit is permissive authority that does not convey any compensable property interest to the permittee. Permits shall be issued only to the actual facility owner.

1.4.2.77 PERMITTEE: The entity that owns and operates and maintains the utility facility, and that is responsible for fulfilling all the terms and conditions of the permit; or, as accepted by the Department, the utility owner's designated representative, authorized by the owner, to carry out any or all permitted activities.

1.4.2.78 PIPE: A tubular product made as a production item and for sale as such. Cylinders formed from plate in the course of fabrication of auxiliary equipment are not pipe as defined herein.

1.4.2.79 PLOWING: Direct burial of utility lines by means of a "plow" type mechanism which breaks the ground, places the utility line and closes the break in the ground in a single operation.

1.4.2.80 PORT OF ENTRY: Fixed or mobile weight stations operated by Port of Entry officers authorized by statute to engage in commercial vehicle size, weight and safety enforcement and to facilitate the enforcement and collection of applicable fees, licenses, or taxes imposed upon motor carriers and the owners and operators of motor vehicles using the public highways of the state of Colorado.

1.4.2.81 PREAPPLICATION MEETING: a meeting to review utility installation proposals before a permit application is submitted.

1.4.2.82 PRESSURE: Relative internal pressure in pounds per square inch (PSI) gauge.

1.4.2.83 PRIVATE LINE: Privately owned facilities, which convey or transmit commodities outlined in the definition herein for "utility facility," but devoted exclusively for private use.

1.4.2.84 RECORD SET is a final set of design plans and specifications issued for construction which is sealed by a licensed professional engineer. The Applicant is responsible for determining if the design requires the oversight of a licensed professional engineer subject to the concurrence and approval by the Department.

1.4.2.85 REGION: A geographical subdivision of the state of Colorado established by the Department for administrative purposes.

1.4.2.86 RELOCATION: The adjustment of utility facilities required by the highway project or other highway purpose. It includes removing and reinstalling the facility, including necessary temporary facilities, acquiring necessary right of way on the new location, moving, rearranging or changing the type of existing facilities and taking any necessary safety and protective measures. It shall also mean constructing a replacement facility that is both functionally equivalent to the existing facility and necessary for the continuous operation of the utility service, the project economy, or sequence of highway construction.

1.4.2.87 REST AREA: A roadside area with parking facilities separated from the roadway provided for motorists to stop and rest for short periods. It may include drinking water, toilets, tables and benches, telephones, information and other facilities for travelers.

1.4.2.88 RETIREMENT: The cessation of use and operation of a utility facility that remains under the utility's ownership.

1.4.2.89 RIGHT-OF-WAY (ROW): Department-controlled property, or interests therein, acquired, dedicated or reserved for the construction, operation, and maintenance of the State highway system.

1.4.2.90 ROADSIDE: A general term denoting the area adjoining the outer edge of the roadway. Extensive areas between the roadways of a divided highway may also be considered roadside.

1.4.2.91 ROADWAY: That portion of a highway improved, designed or ordinarily used for vehicular travel exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways, “roadway” refers to any such roadway separately but not to all such roadways collectively.

1.4.2.92 ROADWAY TEMPLATE: The area of the constructed or proposed road embankment from road centerline across the traveled lane(s) and shoulder, then down to a drainage ditch, then up to an intercept with natural ground in a cut section, or from the shoulder down to an intercept with natural ground in a fill section.

1.4.2.93 RURAL AREA: Any segment of the State highway system not considered to be in an urban area.

1.4.2.94 SHOULDER: A portion of the roadway template immediately adjacent to the traveled lane.

1.4.2.95 SPECIAL PROVISIONS: Terms and conditions of a permit, imposed by the Department, which are consistent with but not otherwise set forth in the Code and which address unique or variable circumstances particular to a given installation.

1.4.2.96 STANDARD PROVISIONS: Standardized terms and conditions of a permit that reflect specific Code requirements and which apply in most situations.

1.4.2.97 STATE HIGHWAY (SH): Any highway owned, controlled or maintained by the state, including federal aid primary or secondary systems or the interstate system. State Highway does not include a public highway operated by a public highway authority in accordance with the "Public Highway Authority Law", Part 5 of Article 4 of this Title 43 ~~on the State highway system.~~

1.4.2.98 STATE HIGHWAY SYSTEM: All highways under Department jurisdiction and control and declared as such by the Commission pursuant to § 43-2-101, C.R.S.

1.4.2.99 STRUCTURE ATTACHMENT: A utility attached to or installed within a highway structure.

1.4.2.100 SURVEY PLAN: Includes all documents, plats, and reports resulting from the practice of land surveying that shall be identified with and bear the seal, the signature, and date of signature of the land surveyor in responsible charge. A professional land surveyor shall use a seal and signature when the work to which the seal is applied was prepared under the professional land surveyor's responsible charge pursuant to the Architects, Professional Engineers, and Professional Land Surveyors Rules and Regulations, 4 CCR 730-1.

1.4.2.101 TRAFFIC CONTROL PLAN (TCP): The planned utilization of MHT and of traffic control devices, as necessary, to ensure the safe and expeditious movement of traffic around and through the utility work site and the safety of the utility work force.

1.4.2.102 TRAFFIC CONTROL SUPERVISOR (TCS): The on-site person in direct responsible charge for implementing the TCP and shall be certified as a worksite traffic supervisor by either the American Traffic Safety Services Association or the Colorado Contractors Association, and shall have a current CDOT flagger certification card.

1.4.2.103 TRANSMISSION DEVELOPER:

1.4.2.102.1 A transmission utility, as defined in section 40-5-108 (1)(b), C.R.S.;

1.4.2.102.2 The Colorado electric transmission authority created in section 40-42-103;

1.4.2.102.3 A generation and transmission cooperative or association;

1.4.2.102.4 An independent transmission developer, which is an entity not owned by a public or investor-owned utility and which develops transmission lines and infrastructure; and

1.4.2.102.5 Any of the following entities that have voted to exempt themselves from the "Public Utilities Law", articles 1 to 7 of title 40, pursuant to section 40-9.5-103, C.R.S.:

1.4.2.102.5.1 A municipally owned utility;

1.4.2.102.5.2 A power authority established pursuant to section 29-1-204 (1), C.R.S.; or

1.4.2.102.5.3 A cooperative electric association, as defined in section 40-9.5-102 (1), C.R.S.

1.4.2.104 TRAVELED WAY: The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.

1.4.2.105 TRENCHED: Installed in a narrow open excavation.

1.4.2.106 TRENCHLESS: Installed using a method where no trench is excavated, such as microtunneling, jacking or horizontal directional drilling.

1.4.2.107 UNDERGROUNDING: The act of burying a line, cable, or conduit, and in context may refer in particular to the act of replacing an existing aerial facility with a buried facility.

1.4.2.108 URBAN AREA: An area where residences or businesses are clustered, not necessarily within municipal boundaries, where frequent approaches, utility lines, and drainage facilities are likely to be encountered, and where potential exists for future widening of the road to accommodate anticipated traffic growth.

1.4.2.109 UTILITY or UTILITY FACILITY: Any privately, publicly or cooperatively owned line, facility, or system for producing, transmitting, or distributing communications, cable television, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity, including any fire or police signal system or street lighting system, which directly or indirectly serves the public. The term utility shall also mean the utility company inclusive of any substantially owned or controlled subsidiary. For the purposes of the Code, the term includes those utility-type facilities which are owned or leased by a government agency for its own use, or otherwise dedicated solely to governmental use. The term utility includes those facilities used solely by the utility which are part of its operating plant. As the context provides, the term utility may also relate to an action or requirement of a "permittee."

1.4.2.110 VARIANCE: A deviation from a specific requirement of the Code, requested by a utility owner or permittee, that if approved, is deemed consistent with the purpose and

intent of the Code, and is reasonably necessary for the convenience, safety, and welfare of the public.

1.4.2.111 VENT: Apparatus to discharge all gaseous contaminants from a casing.

1.4.2.112 WET BORING/HORIZONTAL DIRECTIONAL DRILLING (HDD): To bore using water or slurry mix under pressure at the cutting auger to soften the earth and to sluice out the excavated material.

1.4.2.113 WORKING DAY: Any day that the permittee can perform a normal day of work, exclusive of delays which result from inclement weather, labor disputes, material shortages and other factors beyond the permittee's control. It does not include any weekends or legal holidays.

1.5 Applicability and General Provisions

1.5.1 The Code shall apply only to utility accommodations on SH ROW.

1.5.2 The Department will issue a permit only if the utility accommodation complies with the Code, and is not otherwise detrimental to the highway facility or to the health, welfare and safety of the public.

1.5.3 The Department may include permit terms and conditions deemed reasonably necessary to give effect to the purpose, scope or requirements of the Code.

1.5.4 Where language of the Code requires particular action to be taken or omitted, but does not specifically identify the responsible party, such requirements shall apply to and be the sole responsibility of the utility owner, as the context provides.

1.5.5 Where the language of the Code does not impose a particular obligation, but expressly indicates that a requirement or condition "will be specified," or "otherwise approved," or "may be required," or "may be necessary," or that the "Department may require a utility to take further action," the Code anticipates that such requirement or condition or action, if any, will be described by the Department in the permit. Such a requirement, condition or action will be applicable to the utility owner only if specifically described in the issued permit.

1.5.6 The Code does not invalidate utility permits or agreements issued or entered into prior to the effective date of the Code. However, to the extent the Code requires a utility to take reasonably necessary action in order to protect the public health, welfare and safety, or to prevent unreasonable interference with a State highway, existing utilities shall be subject to such requirements. The utility must take such actions upon written notice.

1.6 Material Incorporated by Reference

The following regulations and standards are incorporated by reference pursuant to § 24-4-103(12.5), C.R.S.; such incorporation does not include later amendments or editions of any incorporated material. As part of the Code and by this reference, such material is incorporated but only to the extent such material is consistent with the express provisions of the Code:

1.6.1 Federal Laws, Regulations, and Standards

1.6.1.1 23 C.F.R. § 1.23, "Rights of Way," October 28, 2019

1.6.1.2 23 C.F.R. Subpart 645A, "Utility Relocations, Adjustments, and Reimbursement," October 28, 2019

1.6.1.3 23 C.F.R. Subpart 645 B, “Accommodation of Utilities,” October 28, 2019

1.6.1.4 49 C.F.R. Part 192, “Transportation of Natural and Other Gas by Pipeline; Minimum Safety Standards” August 06,2020

1.6.1.5 49 C.F.R. Part 195, “Transportation of Liquids by Pipeline; Minimum Safety Standards”) August 06, 2020

1.6.2 National and Industry Standards

1.6.2.1 “A Guide for Accommodating Utilities Within Highway Right-of-Way,” AASHTO, 4th edition, October 2005

1.6.2.2 “A Policy on the Accommodation of Utilities Within Freeway Right-of-Way,” AASHTO, 5th edition, October 2005

1.6.2.3 “Roadside Design Guide”, AASHTO, 4th edition, 2011, reprinted February 2012

1.6.2.4 “Recommended Practice for Liquid Petroleum Pipelines Crossing Railroads and Highways,” American Petroleum Institute, Division of Transportation, API Recommended Practice 1102, 7th edition, December 2007 with March 2014 errata

1.6.2.5 “Manual for Assessing Safety Hardware (MASH),” AASHTO, 2nd edition, 2016 Year Published

1.6.2.6 “Manual on Uniform Traffic Control Devices (MUTCD),” FHWA, 2009 edition with Revision Numbers 1 and 2 Incorporated, dated May 2012.

1.6.3 Copies of Incorporated Material

Copies of the national and industry standards are maintained by the CDOT State Utilities Engineer and are available for public inspection during regular business hours at the Colorado Department of Transportation, 2829 W. Howard Pl., Denver, CO 80204.

1.6.3.1 Copies of the referenced United States Code may be obtained from the following address:

Office of the Law Revision Counsel
U.S. House of Representatives
H2-308 Ford House Office Building
Washington, DC 20515
(202) 226-2411
https://uscode.house.gov/

1.6.3.2 Copies of the referenced Code of Federal Regulations may be obtained from the following address:

U.S. Government Publishing Office
732 North Capitol Street, N.W.
Washington, DC 20401
(202) 512-1800
https://www.govinfo.gov/

1.6.3.3 Copies of the MUTCD may be obtained from the following address:

Office of Transportation Operations
Federal Highway Administration, Mail Stop: E84-402
1200 New Jersey Avenue, S.E.
Washington, DC 20590
https://mutcd.fhwa.dot.gov/

1.6.3.4 Copies of AASHTO publications may be obtained from the following address:

AASHTO Publications Order Department
P.O. Box 933538
Atlanta, GA 31193
(800) 231-3475
https://store.transportation.org/.

1.6.3.5 Copies of publications from the American Petroleum Institute may be obtained from the following address:

API
1220 L Street, NW
Washington, DC 20005
(202) 682-8000
https://www.api.org/products-and-services/standards/purchase#tab-catalog

1.6.4 Conflict in Laws

These Rules are written to comply with and implement the Colorado Revised Statutes and the federal regulations referenced herein. If any provision of these Rules or their application is held illegal, invalid, or unenforceable, no other provisions or applications of the Rules shall be affected and to this end the provisions of these Rules are severable. If these Rules conflict with relevant federal or state law, the federal or state law shall govern.

2.0 PROCEDURES

2.1 General

2.1.1 Local Agency Authority to Issue Permits in the SH ROW

2.1.1.1 The Department has the authority and primary responsibility to issue permits for utility accommodations on all SH ROW, including State highways that may also be local streets within the local agency jurisdiction. Any work outside of the roadway may require a separate permit from the local agency.

2.1.1.2 If an application requests utility accommodation on a State highway that is also a local street within the local agency jurisdiction, the Department shall, if requested by the local agency, consult with the local agency before the Department acts on the application and/or the terms and conditions of the permit.

2.1.1.3 The Department may, upon written request by a local agency and prior approval thereof by the Department, delegate the authority described in the above Section 2.1.1.2 to a local agency for State highways within its jurisdiction, subject to the following conditions:

2.1.1.3.1 The local agency's written request must be executed by the person authorized to obligate the local agency on utility matters.

2.1.1.3.2 Under any delegation, the Department shall remain the sole issuing authority for utility permits on all State highways designated as freeways or expressways.

2.1.1.3.3 Any permit issued by the local agency shall include all terms and conditions necessary to ensure compliance with the Code.

2.1.1.3.4 Upon written request from the local agency, the Department will assist with permit applications received by the local agency, including but not limited to reviewing an application, recommending permit action, and/or preparing a permit for local agency issuance.

2.1.1.3.5 If requested by the Department, the local agency shall promptly furnish the Department with copies of all permits issued, and of applications denied together with reasons for denial.

2.1.1.3.6 The local agency shall be responsible to ensure minimum Code compliance with all terms and conditions of any permit issued, and to hear and decide any appeals of its permitting decisions.

2.1.1.3.7 The permit shall expressly provide that the Department may, at any time, inspect the site of work authorized by the permit.

2.1.1.3.8 Any locally adopted utility accommodation standards that are imposed through a permit shall meet the minimum applicable requirements of the Code.

2.1.1.3.9 The permit shall expressly provide that the Department shall retain authority to take immediate remedial action concerning permitted work to attain compliance with the Code or with permit conditions, or as otherwise required for the public health, welfare and/or safety.

2.1.1.3.10 The local agency may relinquish the delegated authority upon written notice to the Department, and the Department may withdraw its delegation of authority upon written notice to the local agency.

2.1.1.3.11 The Department reserves the right to issue utility relocation permits.

2.1.2 Responsibility for Utility Accommodation Costs and Damages on Department Projects

2.1.2.1 The utility owner shall be responsible for all costs relating to the accommodation of its facilities within the SH ROW, or their relocation from the SH ROW and the Department shall have no responsibility for any costs of any utility accommodation, except as expressly provided otherwise in this Section or in a permit or written agreement.

2.1.2.2 The Department shall give written notice to the utility when the utility fails to fulfill any requirement of the Code or the provisions of its permit. The Department shall allow the utility the opportunity to remedy within the time set by the Department in its written notification. Extensions may be granted upon written request showing good cause. If a utility does not remedy the failure to comply with any requirement or provision, the Department, may elect in its discretion to perform the work by any other suitable means. In that event, the utility shall be liable to the Department for all costs reasonably and actually incurred by the Department for that performance. All costs shall be itemized to the extent practicable. The utility shall pay that amount plus interest at the statutory rate to the Department not later than 30 days after receipt of the Department’s bill. Any such amounts not paid may be used to offset future fiscal Department obligations to the utility.

2.1.2.3 The utility company shall pay for damages caused by the company's delay in the performance of utility relocation work or interference with the performance of transportation project work done by others. Such damages may include, but are not limited to, payments made by the Department to any third party based on a claim that performance of the transportation project work was delayed or interfered with as a direct result of the utility company's failure to timely perform the utility relocation work. Project delay damages shall be tied to the project's critical path schedule so as to demonstrate a timeline of events leading up to the utility's failure to perform the work and subsequent delay to the project. This information will be provided to the utility in advance and is subject to the following additional provisions:

2.1.2.3.1 Damages resulting from delays in the performance of the utility company's relocation work or interference with the transportation project work caused by Force Majeure or events beyond the utility company's ability to reasonably foresee or control shall not be charged to the utility company.

2.1.2.3.2 If damages are charged against the utility, the Department may withhold issuance of a permit until such damage charges are paid, or deduct damage charges from any outstanding accounts for relocation reimbursement agreements with that utility company.

2.1.2.3.3 For utility relocations arranged through Design-Build Contracts, damage charges and the potential withholding of permits are subject to Part 14 of Title 43, C.R.S.

2.1.2.4 The Department will reimburse a utility for the costs of relocating its facility only where any of the following conditions exist:

2.1.2.4.1 the Utility has the right of occupancy in its existing location because it holds the fee, an easement, or other real property interest, the damaging or taking of which is compensable in eminent domain; or

2.1.2.4.2 the facilities are owned by a governmental subdivision of the State of Colorado or an abutting landowner, as provided in § 43-1-225, C.R.S.; or

2.1.2.4.3 the provisions of § 43-1-1411, C.R.S. apply with respect to certain relocation costs associated with a Design-Build Contract; or

2.1.2.4.4 the facilities exist to serve a highway purpose.

2.1.2.5 Except as otherwise provided in § 43-1-1411(5), C.R.S., when in the acquisition of new SH ROW, the Department overtakes a utility's real property interest, the Department may:

2.1.2.5.1 acquire a replacement property interest for the utility or reimburse the utility for the reasonable cost of acquiring its own replacement interest, the reasonableness of which will be determined by the Department after consultation with the utility; or

2.1.2.5.2 where it is not necessary, by virtue of the nature of the transportation project to relocate utility facilities, the Department may enter into a common use agreement or other type of agreement with the utility that allows a property interest to exist within SH ROW; or

2.1.2.5.3 if the utility must relocate within the SH ROW and if a replacement interest is not acquired, the utility may be justly compensated to the extent allowable in accordance with Colorado eminent domain law and precedent for the value of its real property interest; or

2.1.2.5.4 if the relocation of a utility's facility is necessitated by a transportation project and the utility elects to relocate its facilities within the SH ROW, the Department may enter into a common use agreement or a utility permit with the utility that allows reimbursement for future relocations of the utility's facilities provided that the utility vacates all property interest that exists within the SH ROW.

2.2 Utility Permits and Utility Relocation Permits to the State Highway

2.2.1 Requirement to Obtain a Permit

2.2.1.1 Utility owners must obtain a permit from the Department prior to performing any utility accommodation work, including the initial installation, relocation, system upgrades, maintenance activities not covered under existing permit, or facilities removal.

2.2.1.2 The utility must obtain a new or revised permit for any work which is not expressly described in the language of the scope of work of an existing permit. The Department may issue an annual maintenance permit, depending upon the utility type, for planned or emergency maintenance activities, traffic and roadway characteristics.

2.2.1.3 Applications for utility permits and utility relocation permits, shall be on Department-prescribed forms, unless issuing authority for permits has been delegated to a local agency.

2.2.1.4 The utility shall comply with all applicable requirements of the Code, and if a permit is issued, with all terms and conditions of that permit.

2.2.1.5 A utility shall not perform any utility accommodation work without first obtaining a permit issued by the Department or delegated issuing authority.

2.2.2 Application for a Utility Permit

2.2.2.1 An applicant must submit an application for a permit to the appropriate Region Utility Permit Office where the accommodation is requested. CDOT region offices are located in Denver, Durango, Grand Junction, Greeley, and Pueblo. For permitting purposes the Durango region is further subdivided into Durango and Alamosa offices. Contact names, addresses, phone/fax numbers and e-mail addresses are available online from the CDOT Utility Code website (https://www.codot.gov/business/permits/utilitiesspecialuse/permit-process.html).

2.2.2.2 The application must be submitted through the Department's prescribed CDOT Form #1233, which is available from the Department's regional offices or online. The application must include a complete description of the purpose, nature and specific location of planned work, and the anticipated start and completion dates for that work. The application must include a scope of the proposed activities to be covered by a permit, including type and size of utility facility, proposed utility plans, traffic control plans, insurance certificate, methods used to perform the work. The application must describe that information in sufficient detail to enable the Department to determine exactly what work is proposed.

2.2.2.3 Permits are only issued in the name of the utility owner. If the applicant is other than the utility owner, the application must include written evidence granting the applicant's authority to act as an agent for the utility owner. Such evidence will be on official utility owner letterhead, signed by the utility owner granting such authority. Such written evidence shall acknowledge that the utility owner understands that the permit will only be issued to the owner.

2.2.2.4 The applicant shall submit reasonably necessary additional items of information, if any, as requested by the Department in conjunction with a permit application, including but not limited to: highway and utility plan and profile information, utility facility design, existing and/or proposed locations of other facilities within the affected area, evidence of adequate, and current liability insurance coverage of the proposed work, and any available Global Positioning System (GPS) coordinates for all proposed work.

2.2.3 Action on the Application; Issuance of Permit

2.2.3.1 The Department may refuse to accept or consider any incomplete application that lacks necessary information or detail. Such permit is not denied but the Department may defer the administration, review, and processing until it is deemed complete.

2.2.3.2 When a completed application is received, the Department shall promptly evaluate and act on the application in accordance with the Code and any applicable federal and state laws. For any applications involving extraordinary circumstances, the Department shall negotiate additional reasonable time, as necessary, to completely review and act on an application.

2.2.3.3 If the Department denies the permit requested by the application per Section 2.2.6.1, a copy of the permit application marked "Denied," together with a written explanation of the grounds for the denial shall immediately be provided. Retracted applications are not permit denials.

2.2.3.4 If the Department preliminarily approves the permit requested by the application, it will prepare and transmit to the applicant for signature a written permit containing standard provisions and applicable special provisions and other terms and conditions. The permit will be prepared using the Department's prescribed form. The permittee must sign and return the permit to the Department in a timely manner.

2.2.3.5 The Department may issue a "conditional" permit that is subject to further resolution of such matters as work schedule, construction methods or other permit requirements, before the affected work may proceed.

2.2.3.6 The effective date of the permit shall be the date the Department signs the permit. A permit shall not be effective or valid until it is signed by the permittee and the Department, with the date of issuance properly affixed thereto.

2.2.3.7 If the permittee does not sign the permit, or does not agree to all the terms and conditions of the permit, or does not return the signed permit within that 60-day period, then the Department shall have no obligation to sign the permit or to take further action on the permit.

2.2.3.8 The Department will submit the Utility Relocation Permit to the Utility Owner for signature when a utility relocation is required for a transportation project.

2.2.4 Utility Permits Requiring Third Party Approval

2.2.4.1 The applicant must obtain the approval of a third party, and agree to terms and all conditions imposed by that third party, before the Department will issue a permit in certain circumstances, which may include but not be limited to:

2.2.4.1.1 applications wherein the proposed accommodation is on federal lands and the SH ROW grant is for highway purposes only. In such cases, the applicant must first obtain permission from, and comply with the requirements of, the federal agency having jurisdiction over the underlying land;

2.2.4.1.2 proposed utility accommodation wherein others hold an overlapping easement or other real property interest in a portion of SH ROW. In such cases, the application must include written evidence that the overlapping easement or other real property interest owner concurs with the application; or

2.2.4.1.3 required FHWA concurrence when the proposed accommodation is on the ROW of a federal aid highway and either:

2.2.4.1.3.1 does not conform with applicable federal regulations; or

2.2.3.1.3.2 does not comply with the Code; or

2.2.4.1.3.3 involves longitudinal use of the SH ROW by a private line as described in Section 3.2.2.5; or

2.2.4.1.4 the proposed accommodation involves the joint use of another utility owner facility or facilities, or involves the co-location of two or more utility facilities in a common trench or conduit.

2.2.4.2 Any necessary FHWA approval under Section 2.2.4.1 above will be requested by the Department during the permit application review process. The applicant shall be solely responsible to request and obtain all other approvals required under Section 2.2.4.1 above.

2.2.4.3 The applicant must identify and address the need for any such third party approval in the application. The Department will advise the applicant of such needs that it is aware of, and will make the permit expressly subject to prior written approval of such third parties, or may require reasonable evidence of such approvals.

2.2.4.4 If a permit is issued, it will contain, or incorporate by reference, all terms and conditions required by such third parties.

2.2.4.5 Environmental clearances must be obtained as described in Section 3.1.7.

2.2.5 Variance Procedures

2.2.5.1 The applicant must submit a written request, as part of the permit application, if seeking a variance from any requirement of the Code. The request shall describe the proposed variance, and the specific reasons for the variance.

2.2.5.2 In determining whether to grant a variance the Department will consider all relevant factors, including whether:

2.2.5.2.1 a variance is reasonably necessary for the convenience, safety and/or welfare of the public; or

2.2.5.2.2 there is exceptional or undue financial burden or other hardship on the applicant, or a physical impracticability; or

2.2.5.2.3 a variance will not impair the highway, highway operations, maintenance, safety or otherwise conflict with the purposes of the Code; or

2.2.5.2.4 a variance would not be detrimental to the public health, welfare and/or safety.

2.2.6 Additional Requirements for Longitudinal High Voltage Lines

2.2.6.1 If the Department and a Transmission Developer mutually agree that an identified site may be suitable for development or construction of a high voltage line within a State Highway right-of-way, the Department shall develop a Preconstruction Plan review schedule that includes all applicable sections of this code.

2.2.6.2 A preapplication meeting is required by the Department.

2.2.6.3 Upon approval of the preconstruction requirements outlined in a Preconstruction Plan, the transmission developer shall provide a constructability, access, and maintenance report to be utilized when transmission line co-location projects in a State Highway right-of-way are being planned and approved.

2.2.6.4 The Constructability, Access, and Maintenance Report must include mitigation strategies for potential impacts of the proposed high voltage line, as identified by the Department in consultation with the Colorado Energy Office created in section 24-38.5-101, C.R.S. and other consulting agencies at the discretion of the Department. Potential impacts include but are not limited to impacts to: (a) Habitat, wildlife, and wildlife crossings; (b) Communities; and (c) Disproportionately impacted communities, as defined in section 24-4-109(2)(b)(II), C.R.S.

2.2.6.4.1 A mitigation strategy for an impact to a disproportionately impacted community, as outlined in a Constructability, Access, and Maintenance Report, must include community engagement that follows best practices for community engagement. The Department shall review whether a Transmission Developer has followed best practices for community engagement. In its review, the Department shall consider the recommendations outlined in the Colorado environmental justice action task force's 2022 final report of the task force, as defined in section 25-1-133 (1)(f), C.R.S.

(a) Community engagement activities that are consistent with regulations or requirements of the public utilities commission satisfy the requirements of this subsection for community engagement.
(b) A Constructability, Access, and Maintenance Report must be approved by the Department before the Department issues a permit for the use of a State Highway right-of-way.

2.2.6.5 A Transmission Developer shall compensate the Department for its co-location of high voltage lines in a State Highway right-of-way. A Transmission Developer may compensate the Department through surcharges as provided in subsection (e)(i) of this section or through a public-private initiative as provided in subsection (e)(ii) of this section.

(i) The Department may impose surcharges on a Transmission Developer for its access to a State Highway right-of-way, including a one-time surcharge to cover the costs of a permit for the use of the right-of-way and an annual use surcharge

for the use of the right-of-way. Surcharges for a transmission developer's access to a State Highway right-of-way shall be set as follows:

(I) Surcharges must be paid at a rate of six hundred dollars per mile;

(II) Surcharges cover a twenty-year access term and may be paid as a lump sum one-time payment of twelve thousand dollars per mile or as an annual payment of six hundred dollars per mile for each year of the twenty-year access term;

(III) Beginning on July 1, 2028, and on Every July 1 thereafter, the Department shall adjust the amount of surcharge for inflation in accordance with the average annual percentage change in the United States Department of Transportation, Federal Highway Administration, National Highway Construction Cost Index or its applicable predecessor or successor index for the five-year period ending on the last December 31 before a state fiscal year for which an inflation adjustment to the surcharge is made to begin;

(IV) The twenty-year access term covered by the surcharges may be renewed every twenty years;

(V) The Department shall establish prorated surcharges for high voltage line transmission development projects with installations of less than three hundred feet.

A Transmission Developer may compensate the Department for its access to a State Highway right-of-way through in-kind infrastructure exchange in a public-private initiative, as defined in section 43-1-1201(3), C.R.S.

2.2.7 Denial, Suspension, Modification or Revocation of Permit

2.2.7.1 The Department may deny a permit pursuant to § 24-4-104, C.R.S. if the requested utility accommodation does not comply with the Code or applicable law, or otherwise endangers the public health, safety and/or welfare.

2.2.7.2 The Department may suspend, limit, modify, revoke or refuse to renew or revise a previously issued permit pursuant to § 24-4-104(5), C.R.S. if:

(a) The application contains any material misrepresentations, false information, or its approval was otherwise obtained fraudulently and/or in bad faith; or
(b) The permitted work is performed in violation of the terms and/or conditions of the permit, the requirements of the Code or any other applicable law; or
(c) (c) The Permittee fails to satisfactorily perform, in a timely manner, any obligation imposed by the permit or the Code; or
(d) Such action is necessary to protect the highway facility, or otherwise protect the public health, safety and/or welfare; or
(e) The Permittee is currently in default on the conditions of a previously issued permit or is currently in arrears on payment of damages to the Department, as specified under Section 2.1.2.3.

2.2.7.3 The utility permit manager shall give the Permittee notice in writing pursuant to § 24-4-104(3)(a), C.R.S., and afford the Permittee opportunity to submit a response and give the Permittee a reasonable opportunity to comply with all lawful requirements, except in cases of deliberate and willful violation or a substantial danger to public health and safety

2.2.7.4 Immediate Suspension of Permit. Pursuant to § 24-4-104(4)(a), C.R.S., where the utility permit manager has objective and reasonable grounds to believe and finds, upon a full investigation, that the Permittee has been guilty of deliberate and willful violation or that the public health, safety, or welfare imperatively requires emergency action and incorporates the findings in its order, the utility permit manager may summarily suspend the permit pending proceedings for suspension or revocation which shall be promptly instituted and determined. For purposes of immediately suspending a permit, full investigation means a reasonable ascertainment of the underlying facts on which the agency action is based.

2.2.7.5 Proceedings for Denial, Suspension, Modification or Revocation of Permit

(a) Pursuant to § 24-4-104(3)(a), C.R.S., the utility permit manager shall give the applicant or Permittee:
(b) Notice in writing that specifies in what respect the Applicant or Permittee has failed to comply with state and or federal law or these Rules;
(c) IIf requested by the applicant or Permittee, a reasonable opportunity to comply with all lawful requirements; and
(d) Notice of the right to request a hearing.

2.2.7.6 Pursuant to § 24-4-104(10), C.R.S., written notice of the denial, revocation, suspension, limitation, or modification of a permit and the grounds for the action shall be served promptly on the Permittee personally or by mailing by first-class mail to the last address furnished to the Department by the applicant or Permittee. The notice must also be sent on the same day via email to the applicant or Permittee's last known email address.

2.2.8 Hearings

2.2.8.1 The utility owner may request a hearing regarding the CDOT utility permit manager's decision respecting the renewal, denial, revocation, suspension, limitation or modification of a permit, pursuant to the provisions of § 24-4-104, C.R.S.

2.2.8.2 A request for hearing shall comply with the following provisions:

2.2.8.2.1 The request for an administrative hearing shall be submitted to the Chief Engineer within 60 days of receipt of personal service or first-class mail and email of written notice of denial or transmittal of the permit for signature. A request for a hearing shall be submitted to the Chief Engineer at the Colorado Department of Transportation.

2.2.8.2.2 Upon proper request by the utility owner, a hearing shall be held within ninety (90) days of the receipt of the request unless otherwise agreed upon.

2.2.8.3 Pursuant to § 24-4-105(2)(a), C.R.S., the Department shall give a Notice of Hearing to the utility owner of the time, place, and nature of the hearing, the legal authority and jurisdiction under which it is to be held, and the matters of fact and law asserted, at least 60 days prior to the hearing. The Notice of Hearing shall be served personally or by mailing by first-class mail to the last address provided to the Department.

2.2.8.4 The Chief Engineer shall appoint a Hearing Board consisting of three or more persons to preside over the hearing, at least one of which will have experience with utility issues within the SH ROW. Hearing Board members may serve on a Hearing Board more than once. The Chief Engineer shall select, from among the Hearing Board members, a chairperson who shall direct the proceedings, and shall assign a Department employee

as a non-voting Hearing Board secretary, who will accomplish the Hearing Board's administrative duties.

2.2.8.4.1 The Hearing Board shall have authority and the hearing shall be conducted pursuant to § 24-4-105, C.R.S. Each side shall have 30 minutes in which to present their case, beginning with the utility owner, and the utility owner shall have 15 minutes in which to rebut the Department's presentation. The Hearing Board may opt to hear opening and closing statements, and may ask questions of either party. If requested, the Hearing Board may, but is not required to, extend the allotted times. Each party may have an attorney present their case, solely at their own expense. Any attorney who is a witness may not act as counsel for the party calling the attorney as a witness.

2.2.8.4.2 The Hearing Board shall electronically record the proceedings but must hold the hearing before a certified court reporter.

2.2.8.4.3 The utility shall have the burden of proof, by a preponderance of the evidence, relating to the Department's decision regarding the utility permit.

2.2.8.4.4 Within 10 days of the hearing, the Hearing Board shall make a recommendation to the Chief Engineer regarding the validity of the Department's action on the utility permit. The recommendation shall be in writing and contain a Statement of Findings and Conclusions upon all the material issues of fact, law or discretion presented by the record and shall enter an appropriate order sanctioning or denying relief. The recommendation shall not be binding on the Chief Engineer.

2.2.8.4.5 The Chief Engineer shall take the recommendation of the Hearing Board under advisement and shall make a final decision on the utility permit within 30 days of receipt of the recommendation. The decision of the Chief Engineer shall be in writing and sent to all parties via email and first class mail. The decision of the Chief Engineer shall be the final agency action of the Department pursuant to §§ 24-4-105 and 24-4-106, C.R.S.

2.2.8.4.6 Petitions for Declaratory Orders pursuant to § 24-4-105(11), C.R.S., may be considered by the Chief Engineer on any issues within the jurisdiction of the Commission and the Department.

2.3 Installation, Operation and Maintenance

2.3.1 Construction and Inspection

2.3.1.1 The permittee shall keep a copy of the completed utility permit, including accepted plans, accepted TCP, insurance and other required attachments at the accommodation work site at all times. All such documents and all the utility accommodation work shall be subject to Department review at all reasonable times.

2.3.1.2 Permittee shall not proceed with any work covered by a conditional permit pursuant to Section 2.2.3.5 without express written Department permission.

2.3.1.3 An approved permit will specify the completion date for all the accommodation work, which work shall include final cleanup. The permittee shall not perform any work after that date without the prior written Department approval. A permit shall expire automatically if the construction work approved therein has not commenced within the timeframe established in the permit or approved time extensions(s).

2.3.1.4 The permittee shall provide notice to the Department at the following times:

2.3.1.4.1 at least two working days prior to commencing work, or resuming operations which have been suspended for five or more consecutive working days; and

2.3.1.4.2 promptly upon completion of the work; or

2.3.1.4.3 when otherwise specified in the permit or as ordered by the Department.

2.3.1.5 The Department may designate an inspector during permit operations, to assist with coordinating the work and inspect the work during progress and upon *completion.*

2.3.1.6 The Department shall determine the extent of necessary inspection services.

2.3.1.7 Remediation of any unacceptable work under the approved permit shall be as ordered by the Department and completed in a timely manner prior to any further work, as determined by the Department.

2.3.1.8 The permittee shall attend a final site inspection, as directed by the Department.

2.3.1.9 The permittee shall comply with all requirements related to the performance of planned or ongoing highway construction work in the same area of the SH ROW, in order to coordinate the performance of any such work and minimize public inconvenience and cost.

2.3.1.10 When utility operations encounter areas of previously unknown historical or ecological significance, the permittee shall immediately avoid any further disturbance thereof, and shall promptly notify and follow any subsequent Department and/or other applicable Federal, State or local agency rules and regulations.

2.3.1.11 If utility operations cause or observe hazardous materials spills or unauthorized discharges, the permittee shall immediately notify the Department and any other interested Federal, State and local agencies. If the utility construction causes an unauthorized discharge that may potentially enter into the Department's Municipal Separate Storm Sewer System (MS4), operations must cease until the discharge has been properly contained and the appropriate corrective measures have been implemented. An unauthorized discharge is any discharge to a municipal separate storm sewer that is not composed entirely of stormwater, CDPS permitted discharges and allowable non-stormwater discharges.

2.3.1.12 If utility operations are not being carried out in compliance with the terms and conditions of the permit, the Department shall order the utility to perform whatever corrective measures are necessary to attain compliance. If there is an imminent danger to the public's health, safety or welfare, the Department shall order the utility to cease all operations, and if necessary, to remove all equipment and facilities from the SH ROW.

2.3.1.13 If no permit has been issued for utility work in the SH ROW, the Department shall order the utility to immediately cease all operations until such time as a permit is obtained. If deemed by the Department to be necessary for the public's health, safety or welfare, the Department shall order the utility to remove all equipment and/or facilities from the SH ROW. The permit issued for the work may include whatever terms and conditions necessary to correct any improperly performed work and attain Code compliance.

2.3.2 Plan Revisions or Altered Work

2.3.2.1 The permittee shall not revise the plans or methods of performing the work covered in the permit without prior written Department permission.

2.3.2.2 The permittee shall promptly notify the Department of any desired changes, or if site conditions are encountered which may require changes.

2.3.2.3 The Department may accept and/or order minor changes in the plans and/or methods that are within the scope of the existing permit.

2.3.2.4 The permittee must apply for, and receive a new or revised permit before performing any major change(s) in the work. Permittee will be required to provide the Department with “As-Constructed” plans when alterations are made as per Section 3.3.4.6 herein.

2.3.3 Operation and Maintenance

2.3.3.1 The permittee shall operate and maintain all utility facilities in SH ROW in accordance with the permit, either the initial permit or any subsequent individual or annual maintenance permit, and in a manner that does not impair traffic safety or unreasonably interfere with the operation and maintenance of the State highway or SH ROW.

2.3.3.2 A permit will describe the scope of work and conditions thereto, and of maintenance activities that may be performed without prior notice to and/or Department approval. The permittee shall provide written notice to, and if necessary obtain a new permit from, the Department before performing any maintenance not expressly covered in the permit.

2.3.3.3 The Department shall be given proper advance notice, as specified in the permit, whenever maintenance work will affect the movement and/or safety of traffic.

2.3.3.4 To determine if the permittee must obtain a new permit for maintenance activities, the Department shall consider all relevant factors, including: extent and duration of the work, traffic control requirements and required construction or excavation within SH ROW.

2.3.3.5 The permittee shall provide reasonable advance written notice before performing maintenance work which is confined to areas beyond the traveled way and contiguous shoulders, which does not require new excavation or construction, and which does not require the active control or rerouting of traffic, and temporary lane closures where utility facilities must be serviced from within the traveled way, provided that the traffic control plan in the original permit addresses such closures. Forty-eight (48) hours of notice is required for all non-emergency work requiring temporary lane closure(s).

2.3.3.6 Emergency repairs not affecting the movement or safety of traffic may be performed with reasonable notice to the Department as provided herein. The permittee shall notify the Department soon after the repairs are completed, and shall comply with the terms of the initial permit for the facility, as well as any subsequent permit issued to cover site restoration activities. If emergency repairs will affect the movement or safety of traffic, the permittee shall, before commencing such repairs, notify the Department and the appropriate law enforcement agency to coordinate traffic safety measures. The permittee shall notify the Department soon after the repairs are completed, and shall comply with the terms of the initial permit for the facility, as well as any subsequent permit issued to cover site restoration activities.

2.3.3.7 If the utility facility unreasonably interferes with or impairs any necessary highway function, the permittee shall, upon reasonable notice from the Department, shut off utility

lines, remove combustible or hazardous materials from SH ROW, provide necessary temporary safeguards and take other appropriate actions as directed by the Department.

2.3.3.8 The permittee shall provide written notice to the Department and obtain written permission prior to any change in the carrying capacity of the utility's facility before implementing such change.

2.3.3.9 The permittee shall contact the Department immediately if, during any operation and maintenance procedure, an illicit discharge or improper connection is observed.

2.3.4 Safety Corrective Measures

2.3.4.1 The permittee shall promptly perform any corrective safety measures that the Department, after consultation with the utility owner and others, deems necessary to protect the public health, safety or welfare and has notified the permittee in writing thereof.

2.3.4.2 The permittee's performance of the safety corrective measures shall conform with the Code.

2.3.4.3 When the public health, safety or welfare require that any corrective measures be performed immediately, and if the permittee is unable or unwilling to take such action, the Department may perform those corrective measures, pending a determination of responsibility and an allocation of cost for that performance.

2.3.5 Utility Relocations Initiated by the Department

2.3.5.1 The utility shall relocate its existing facilities when the Department provides reasonable notice to the utility in writing that the relocation is necessary due to a transportation project or other transportation purpose. The notice shall include all available and relevant information including the Department's planned timeframe within which the utility relocation work must be completed. If the relocation of the company's facilities is necessitated by a transportation project, the Department shall provide written notice to the utility.

2.3.5.2 When the utility owner is required to relocate existing utility facilities, the utility owner shall assist the Department to develop schedules and alternatives concerning the new location of the facilities. The Department will consider the impact of new transportation projects on existing utilities during project development.

2.3.5.3 The utility shall relocate its facilities in compliance with all terms of the permit. The permit shall be prepared using the Department's prescribed forms.

2.3.5.4 The utility shall perform the relocation at or within a time convenient to, and in proper coordination with, the project or transportation-related activity, to minimize public inconvenience and cost, as directed by the Department.

2.3.5.5 Every permit shall be contingent upon and subject to the right of the Department to require the utility, upon reasonable written notice, to relocate facilities as necessary for any transportation purpose.

2.3.5.6 Relocations associated with Design-Build Contracts shall conform to the provisions of Part 14 of Article 1, Title 43, C.R.S.

2.3.5.7 Utility relocation cost responsibilities are described in Section 2.1.2.

2.3.6 Illegal or Nonconforming Installations or Activities

2.3.6.1 The utility owner shall, after receiving written notice from the Department: promptly remove any utility facility which was constructed, installed, revised or relocated without a utility permit or in violation of the terms of a permit after the effective date of the Code, immediately cease all unauthorized utility activities, promptly perform remedial actions to attain compliance with the terms and conditions of a permit that was issued after the effective date of the Code, and immediately suspend the permitted operation/maintenance of the facility when it is determined that the permittee has committed a deliberate and willful violation of the Code or permit and the public safety, health or welfare require emergency action.

2.3.6.2 Remedial actions, concerning utility accommodations that existed prior to the effective date of the Code, are subject to the provisions of Section 1.3.10.

2.3.7 Abandonment, Retirement, Change in Ownership

2.3.7.1 The utility shall notify the Department in writing of the planned inactivation of a facility or any portion thereof, including plans for removing the facility, or submit a request to retire or abandon the facility in-place.

2.3.7.2 The Department may allow a retired facility to remain in place. The retired facility shall remain the utility's sole responsibility, and is subject to all provisions of the Code and all terms and conditions of the permit issued for that facility, including maintenance and relocation requirements. The Department shall notify the utility in writing when the facilities may be retired in place, along with any applicable special conditions.

2.3.7.3 The utility shall promptly remove all abandoned facilities from the SH ROW and promptly restore the SH ROW to pre-existing or other conditions prescribed by the Department unless the Department in writing expressly allows the facility to remain in place. Written notice from the Department, allowing an abandoned facility to remain in place, may include special conditions.

2.3.7.4 In determining whether to allow abandoned or retired facilities to remain in place, the Department may consider such factors as: present or potential congestion of utility installations, highway construction and/or maintenance requirements, cost and/or difficulty of removal, presence of hazardous materials such as asbestos, the potential for the facilities removal by the Department at some future date, and traffic and/or safety requirements.

2.3.7.5 The Department will notify the utility in writing of the determination if and/or when the facilities must be removed.

2.3.7.6 If utility facilities are retired or abandoned in place, the Department may require the utility to: cap, plug or fill lines, furnish suitable location records for any such buried facilities, maintain records of such facilities and respond to locate notices and requests from the UNCC or others. In providing such services, the utility shall indicate to the requesting entity whether or not the subject facilities are retired or abandoned, perform any other actions as deemed necessary by the Department to protect the transportation facility or the traveling public.

2.3.7.7 When transferring ownership of utility facilities, both the original permittee and the new owner shall notify the Department in writing prior to the change, and such notice shall indicate the planned date of change. The notice from the new owner shall include a

written statement accepting all terms and conditions of the existing permit, effective upon the planned date of ownership change.

2.3.7.8 Utility facilities containing asbestos shall not be retired in-place without the express written permission of the Department with the utility owner retaining full legal responsibility for the facilities.

3.0 ACCOMMODATION STANDARDS

3.1 General

3.1.1 Use of Highways for Non-Highway Purposes - Utilities may only be accommodated within SH ROW when such accommodations do not adversely affect highway or traffic safety, or otherwise impair the highway or its aesthetic quality, and do not conflict with the provisions of Federal, State, or local laws or regulations.

3.1.2 Utilities Which Serve a Highway Purpose

3.1.2.1 The applicability of the Code's location standards will be addressed in the service agreement.

3.1.2.2 The Department reserves the right to amend or waive Code requirements.

3.1.3 Joint Use Utility Facilities

3.1.3.1 Utilities shall implement joint use design alternatives where the Department determines it is necessary or prudent for the safe and efficient use of the SH ROW, especially in developing areas subject to a proliferation of individual utility installations. When so directed by the Department, the permittee is responsible for proper coordination with other affected utilities. Joint use facilities shall comply with all applicable industry guidelines and standards.

3.1.4 Utility Permit Standard and Special Provisions - Effect

3.1.4.1 Utility owner shall comply with all permit terms and conditions, including but not limited to, permit standard provisions, and any designated as special provisions.

3.1.5 Liability Insurance and Indemnification

3.1.5.1 The utility owner shall ensure that all permitted operations, whether performed by the utility owner or by subcontractors, are adequately and continuously covered by liability insurance. The types and minimum amounts of insurance acceptable to the Department will be specified in the permit application, and in the permit terms and conditions. It shall be the utility owner's responsibility to ensure full compliance with this requirement and failure to do so shall constitute a violation of the permit conditions and expose the utility owner to damage claims resulting from the subcontractor's operations within the SH ROW.

3.1.5.2 Policies shall name the Department, and the state of Colorado as an additional insured party, and provide for advance notification to both in the event of cancellation of coverage. This requirement is not applicable to other government entities.

3.1.5.3 Before commencing any work on any SH ROW, the utility owner shall furnish or cause to be furnished certificates of insurance in a form satisfactory to the Department certifying

that the policies are in full force and effect. Insurance documentation shall be available on site at all times during the work.

3.1.5.4 Utilities that frequently operate within highway ROW may, with the Department's concurrence, annually or semi-annually file appropriate insurance documentation which demonstrates adequate and continual coverage of all permit operations.

3.1.5.5 To the extent authorized by the law, the utility shall hold harmless the Department, its employees and agents, against any action for personal injury or property damage caused by or growing out of any act or omission regarding the use or occupancy of SH ROW by the utility owner or by the utility's facilities.

3.1.6 Right of Way Considerations

3.1.6.1 In the location and design of its facilities, utility owners shall consider the need to conserve space for the future accommodation of other utility facilities, anticipate future expansion requirements and, when feasible, install additional carrying capacity to meet such needs. Utility owners shall enter into joint use arrangements with other utilities whenever feasible, and shall design facilities so as to minimize interference with the operation or maintenance of other pre-existing utility facilities.

3.1.6.2 The Department may deny a proposed utility use or occupancy of the SH ROW, based on highway user needs, safety or other criteria as set forth in 23 C.F.R. 645 B.

3.1.6.3 When the highway is adjacent to agricultural lands, the Department may deny a proposed utility use or occupancy of the SH ROW, but only when such denial is consistent with the provisions of 23 C.F.R. 645.211(c).

3.1.7 Environmental Compliance

3.1.7.1 The utility owner shall comply with the "Colorado Air Quality Control Act," Title 25, Article 7, C.R.S., and regulations promulgated thereunder.

3.1.7.2 Utility operations shall comply with the maximum permissible noise levels and related requirements, prescribed in § 25-12-103, C.R.S.

3.1.7.3 The utility owner shall minimize the generation of hazardous wastes as defined in § 25-15-101(9), C.R.S. resulting from permitted operations, shall promptly remove any such wastes from SH ROW, and shall arrange for the proper treatment, storage, reuse, and/or disposal of such wastes in accordance with the provisions of Title 25, Article 15, C.R.S., and regulations promulgated thereunder.

3.1.7.4 As directed, the utility shall perform an appropriate environmental site assessment to determine whether a proposed buried installation would facilitate the underground migration of hazardous wastes from a known site and, if so, shall employ construction methods, as directed or accepted by the Department, to prevent such migration.

3.1.7.5 The utility shall comply with the "Colorado Water Quality Control Act," Title 25, Article 8, C.R.S.; the "Protection of Fishing Streams," Title 33, Article 5, C.R.S.; the "Clean Water Act," with promulgated regulations and certifications issued. Temporary erosion and sediment control shall be provided in accordance with Sections 3.4.7 and 3.4.8.

3.1.7.6 The utility shall comply with all requirements of an applicable permit and all special conditions thereto, issued by the US Army Corps of Engineers, when placing dredged or fill materials in waters of the US for utility line crossings, intake or outfall structures.

3.1.7.7 When directed by the Department, the utility shall perform advance natural resources investigations in the vicinity of all proposed buried or above-ground installation, as necessary, to comply with the Endangered Species Act the Migratory Bird Treaty Act, and the Bald and Golden Eagle Protection Act. Additionally, the utility shall coordinate with the Department and the Colorado Division of Parks and Wildlife a minimum of 90 days in advance of construction within or adjacent to active stream channels in order to ensure compliance with § 33-5-101, C.R.S. The Permittee and the Department will share information whenever possible to assist in the compliance with this rule.

3.1.7.8 The utility shall avoid construction or other activity in wetlands unless there is no practicable alternative to such construction or activity and provided that all practicable measures are taken to minimize harm to wetlands which may result from such use. The utility shall perform any permitted work in wetlands in accordance with the Code, Federal, State or local rules and regulations, and as directed by the Department.

3.1.7.9 When directed by the Department, the utility shall perform advance cultural resources investigations, as necessary for the Department to comply with the "Colorado Historical, Prehistorical, and Archaeological Resources Act," § 24-80-401, C.R.S., and the "Colorado Register of Historical Places Act," § 24-80.1-101, C.R.S., which are incorporated by reference herein.

3.1.7.10 Any cultural resources investigation required by Section 3.1.7.9 above shall be performed by a historian qualified through the Secretary of the Interior or an archaeologist possessing a valid permit from the Colorado Office of Archaeology and Historic Preservation, as required. Such investigations, and proposed mitigation if any, shall be subject to review and concurrence by the Colorado State Historic Preservation Officer. Any permit issued shall include all mitigation measures prescribed as a result of such investigations.

3.1.7.11 When directed by the Department, the utility shall perform advance paleontological resources investigations in the vicinity of a proposed buried installation, as necessary for the Department to comply with the Colorado Historical, Prehistorical, and Archaeological Resources Act, Title 24, Article 80, C.R.S. Any paleontological resources investigation required shall be performed by a paleontologist permitted by the Colorado Office of Archaeology and Historic Preservation. Such investigations, and proposed mitigation if any, shall be subject to review and concurrence by the Department. Any permits shall include all mitigations prescribed as a result of such investigations.

3.1.7.12 For utilities that lie within any MS4 permit boundaries, the owner of such utility shall contact the state or local entities that have been issued an MS4 permit regarding stormwater-related compliance requirements under the entity's MS4 permit.

3.1.7.13 The utility shall comply with all applicable CDPHE water quality rules and regulations. The utility shall contact the CDPHE to obtain a CDPS permit, if required, for any type of discharge, including but not limited to the following: construction site stormwater runoff, stormwater from industrial sites, drainage from utility line casings, construction dewatering, hydrostatic testing water, equipment wash water or rinse operations water, effluent from industrial treatment plants, and effluent from municipal wastewater treatment facilities.

3.1.7.14 Prohibited non-storm water discharges that enter into the storm sewer system must be reported to the CDOT Water Quality Program Manager immediately upon discovery and repaired as soon as possible. Any spills which do not enter the storm sewer system shall be, at a minimum, referred to the Department.

3.1.7.15 The utility shall notify the Department of breaks or damage to any pipes owned by either the utility or by other entities, arising from the utility's permitted operations. The utility shall notify CDPHE if the break may lead to contaminated material or pollutants entering the Department's right of way and which may have the potential to reach State Waters. The utility shall be responsible for the prompt reconstruction and repair of damaged pipe, environmental cleanup, restoration and damages as required by the Department and CDPHE-WQCD, and any other regulatory agencies.

3.1.7.16 The utility shall perform concrete washout in accordance with approved Department guidelines, as explained in the Environmental Clearances Information Summary of the Permit.

3.1.7.17 Prohibited non-stormwater discharges include, but are not limited to, substances such as paint, automotive fluids, hydraulic fluids, solvents, oils or soaps.

3.1.7.18 The utility owner will comply with regulations established by the CDPHE, and/or policies established by the Department, pertaining to the handling and disposal of asbestos and asbestos-containing-materials, including applicable air quality permitting requirements, as explained in the Environmental Clearances Information Summary of the Permit.

3.1.7.19 If the utility owner is aware of the presence of mine tailings within the project site of a proposed facility installation, they shall so indicate on their permit application. If unexpected mine tailings are encountered during work, the utility shall immediately contact the Department. The utility owner shall comply with any special provisions pertaining to the handling, disposal, containment or monitoring of mine tailings as specified in their permit, or as directed by CDPHE or the Department.

3.1.7.20 It is the responsibility of utility owners to contact appropriate environmental regulatory agencies and obtain all environmental clearances and/or permits required for their activities. All required clearances or permits must be obtained prior to commencing work within the SH ROW. To the extent that the Department is made aware of any specific required environmental clearance or permit during the utility permit application review process, by either the permittee or the implementing environmental regulatory agency, the Department will include a special permit provision requiring that those specific clearances/permits be obtained prior to commencing work.

3.1.8 Aesthetic Considerations

3.1.8.1 Utility facility designs shall consider measures to preserve or enhance landscaping, vegetation, scenic and/or other aesthetic features of the highway and contiguous surroundings.

3.1.8.2 A utility installation shall not unreasonably detract from the scenic or aesthetic qualities inherent to the highway, and shall not block scenic views in any manner.

3.1.8.3 The utility shall utilize architectural considerations and colors that fit into the topography and blend with nature, as directed or approved by the Department.

3.1.8.4 New utility installations in scenic areas are subject to the criteria of Section 3.2.3 of the Code.

3.1.9 Closure Requirements

3.1.9.1 The submission of the As-Constructed plan shall meet all of the requirements set forth in Section 3.3.4.6.2 absent express approval to be excluded from the requirement to submit plans in the specified electronic file format.

3.1.9.2 The submission of the As-Constructed plan shall be accompanied by an email notification from the Utility requesting that the Permit be closed.

3.1.9.3 The Department shall accept or not accept the work under the Permit upon inspection.

3.1.9.4 When accepted, the Department shall issue a final acceptance of the work by letter.

3.1.9.5 Permittee shall be responsible for continued maintenance responsibilities pursuant to Section 3.4.8.8 for the elements of the highway facility impacted under the Permit until such time that the Department issues its final acceptance of the work pursuant to Section 3.1.9.

3.1.9.6 Final acceptance of the work shall begin the two-year warranty period and maintenance responsibilities pursuant to Section 3.4.8.8.

3.1.9.7 Failure to provide the Department with an “As-Constructed” plan when required as well as the Closure request will result in a delay of the final acceptance of the work.

3.1.9.8 Failure to provide the Department with an “As-Constructed” plan and the Closure request will:

3.1.9.8.1 Result in the delay other permit requests, see Section 2.1.2.3.2; and

3.1.9.8.2 Constitute a failure to perform an obligation imposed by the Permit or Code pursuant to Section 2.2.6.2.4.

3.2 Restricted Uses

3.2.1 New Above Ground Installations

3.2.1.1 New above ground utility installations on SH ROW shall be located as far as possible from the traveled way, preferably along the ROW line.

3.2.1.2 New above ground installations shall not be permitted within the clear zone, as determined in accordance with Section 3.3.3, unless the Department determines that undergrounding is unfeasible or unreasonably costly, and that no feasible alternatives exist. If permitted, the utility shall employ appropriate countermeasures to reduce hazards, as determined in accordance with Section 3.3.3.4.

3.2.1.3 Ground-mounted radio or telecommunication facilities including relay and repeater stations which must be housed in a building structure shall not be permitted on SH ROW unless the Department determines that feasible alternative locations are unavailable. The Department reserves the right to allow smaller, pole-mounted repeaters and telecommunications boosters within the highway right-of-way, subject to the same clear zone requirements applicable to other above-ground installations.

3.2.2 Accommodations on Expressway, Freeway and Interstate ROW

3.2.2.1 Utility accommodations within expressway, freeway and Interstate ROW shall be subject to additional requirements not generally applicable on other highways.

3.2.2.2 Utilities may be accommodated within frontage road areas of such ROW without complying with the requirements of this Section, if the frontage road areas can be accessed, for constructing and servicing the utility, from beyond the fully access controlled portion of that ROW. “Frontage road areas” will be delineated by a fence, access, or barrier line established between the frontage road and the expressway, freeway or Interstate mainline or ramps.

3.2.2.3 Except as provided in Section 3.2.2.6 below, utility accommodations within CDOT ROW shall comply with all applicable federal and state laws, local rules or regulations, and the requirements set forth in this Utility Code.

3.2.2.4 Utilities crossing freeway ROW, and all installations within or traversing interchange areas, shall conform with the requirements set forth by the FHWA, and with the following requirements:

3.2.2.4.1 Trenchless construction methods for buried line crossings shall be utilized for the full width between access lines, except that the Department may permit trenches within medians or beyond the outer roadway shoulders if it finds that other installation methods are impractical, and if adequate safeguards for workers and highway users are provided.

3.2.2.4.2 Pavement cuts shall not be permitted on freeways, expressways, or interstates, unless approved by the Department.

3.2.2.5 Except as provided in Section 3.2.2.6 below, new utilities shall not be permitted to be installed longitudinally within the access control lines of expressway, freeway, and Interstate ROW, unless special extenuating circumstances exist, as determined by the Department, and only under all of the following conditions:

3.2.2.5.1 The utility can be installed underground with minimal effort and disturbance, and will not require frequent maintenance.

3.2.2.5.2 The utility shall be installed along the outer edge of the ROW in a utility strip established by the Department.

3.2.2.5.3 Longitudinal utility installations shall not be permitted within the median.

3.2.2.6 Notwithstanding other provisions of this Section, and subject to the provisions of §§ 43-1-1201, C.R.S., et. seq., the “Public Private Initiatives Program,” the Department's accommodation plan and the express approval of the Commission, and if it is on the interstate, also with the express approval of the FHWA, the Department may solicit and /or enter into agreement(s) with telecommunication provider(s) for the longitudinal installation of wireline and/or wireless telecommunication facilities within expressway, freeway or Interstate ROW.

3.2.2.7 Service connections to adjacent properties shall not be permitted from longitudinal utility installations located within the access control lines of an expressway, freeway, and interstate ROW. Service connections across the full width between access control lines may be permitted in areas where utility services are not available within reasonable distance along the side of the freeway where the service is needed.

3.2.2.8 Access for constructing and servicing utilities shall conform with permit conditions and the following Code requirements:

3.2.2.8.1 If access to or from the through roadways or connecting ramps is permitted, the permit must include provisions for vehicles to safely enter or leave the traveled way without impairing the flow of traffic. At interchange areas, such access shall be only from along lower-speed ramp sections.

3.2.2.8.2 Temporary lane closures may be permitted only when no other feasible alternative exists, and only as allowed by Region lane closure policy.

3.2.2.8.3 A locked gate along the freeway, expressway, and interstate fence may be permitted to meet periodic service access needs if the Department determines that other access alternatives are impractical and that the gate does not interfere with freeway, expressway, and interstate operations. If permitted, such gate shall be secure from unauthorized use and shall under no circumstance be utilized for direct access to or from the freeway, expressway, and interstate mainline or ramps. If a gate is to be located along the freeway, expressway, and interstate ROW line, the utility must also obtain and comply with the terms of a temporary access crossing license issued by the Department pursuant to § 43-2-147, C.R.S.

3.2.2.9 The utility shall not access any area within freeway, expressway, and interstate ROW without prior notification and written approval of the Department.

3.2.3 New Installations Within or Adjacent to Scenic and Historic Areas and Byways

3.2.3.1 A new utility installation on a highway, or on land acquired or improved with highway funds, which is located within or adjacent to areas of scenic enhancement or natural beauty, may be permitted. Such installation shall not require extensive removal or alteration of trees or other natural features visible to the highway user or impair the visual quality of lands being traversed. For a proposed new aerial installation, the Department must find that other locations are not available or are unusually difficult and costly, are less desirable from the standpoint of aesthetic quality, that undergrounding is not feasible or is unreasonably costly, and that the proposed installations will be made at a location and employ suitable designs and materials which give the greatest weight to the aesthetic qualities of the area to be covered.

3.2.3.2 Areas of scenic enhancement or natural beauty may include but are not limited to scenic strips, overlooks, rest areas, landscaped areas, public park and recreation lands, wildlife and waterfowl refuges, native roadside trees, and historic districts and sites.

3.2.4 Private Lines

3.2.4.1 Private line crossings of SH ROW may be permitted, subject to the same location and design requirements of the Code applicable to utility line crossings.

3.2.4.2 Longitudinal installations of private lines shall be subject to a determination by the Department and the FHWA that the proposed accommodation is in the public interest and will not impair the highway or interfere with the free and safe flow of traffic thereon.

3.2.4.3 For private crossings, shut-offs may be required adjacent to the ROW in case of emergency. Private line owners shall have markers on the shut-offs with an emergency contact number.

3.2.4.4 For maintenance work on line crossings or longitudinal installations of private lines, the private line owner shall obtain a permit from the Department.

3.3 Location and Design Requirements

3.3.1 General Location Requirements

3.3.1.1 The utility shall locate all facilities in accordance with the horizontal and vertical clearance requirements set forth in the Code.

3.3.1.2 The utility shall locate longitudinal installations on a reasonably uniform alignment as near as practical to the SH ROW line. Except as otherwise provided in Sections 3.3.1.3 and 3.3.1.4 below, the utility shall not locate longitudinal installations within median areas, traveled ways, shoulders, or under curbs or sidewalks.

3.3.1.3 Except as provided in Section 3.3.1.4 below, the utility shall locate a buried longitudinal installation not less than 15 feet beyond the edge of pavement or back of curb to avoid potential conflict with highway signs, guardrail, or other appurtenances. If there is no feasible alternative to longitudinal placement outside of this 15 foot zone, the Department may, as a condition of approval, specify from among the following safeguards: increased cover depth to 60 inches in lieu of additional mechanical protection, require a concrete cap, Class B or better, with a minimum 4 inches thickness, the full width of the installation trench, require concrete encasement, Class B or better, minimum 2 inches on all sides, or require encasement in 0.25 inch wall thickness steel conduit, or other acceptable material.

3.3.1.4 The Department may allow longitudinal placement of buried utility lines beneath present and planned median areas, traveled ways, shoulders, or under curbs or sidewalks, when the State highway is also part of a local street system, subject to municipal regulations, and/or when the State highway is within an urban area as defined by the Code.

3.3.1.5 Where utility facilities are permitted to cross the highway, the utility shall install the facilities on a line perpendicular to the highway alignment.

3.3.1.6 The utility owner shall not install underground facilities in the following locations: in deep cuts, ditch flow lines, near footings of bridges and retaining walls, across intersections at grade or ramp terminals, at cross drains where flow of water, drift or stream bed may be obstructed, or within basins drained by a pump in wet or rocky terrain and difficult to attain minimum cover.

3.3.2 General Design Requirements

3.3.2.1 The utility owner shall be responsible for the design of all utility facilities to be installed within SH ROW, subject to the provisions of the Code.

3.3.2.2 The utility shall design its facilities to avoid unreasonable conflict with planned or programmed changes to existing highway facilities, as directed by the Department, so as to avoid such conflict.

3.3.2.3 The utility facility shall be of durable materials in conformity with accepted practice or industry standards, designed for long service life and relatively free from routine servicing or maintenance.

3.3.2.4 The utility shall design all utility installations to, at a minimum, meet the following requirements as applicable: electric power or communication facilities shall conform with all applicable Federal, State, and local jurisdiction codes, pipelines shall conform with the applicable provisions of industry standards and Federal and State rules and regulations, liquid petroleum pipelines shall conform with the recommended practice of the American

Petroleum Institute for pipelines crossing under highways and railroads, pipelines carrying natural or other gas shall conform to the rules and regulations of the US Department of Transportation, Title 49, C.F.R., Part 192 which is incorporated herein by reference, and any pipeline carrying hazardous liquids shall conform to the rules and regulations of the US Department of Transportation governing the transportation of such materials, Title 49, C.F.R., Part 195, which is incorporated herein by reference.

3.3.2.5 The utility owner shall design and construct all buried facilities, including pipelines, conduits and casings to withstand the full range of expected internal and external pressures and loads, including internal pressures ranging from maximum expected pressure to zero pressure, and external loads from the highway and superimposed vehicle loads. Pipelines shall also be designed and constructed to resist internal and external corrosion.

3.3.2.6 All new utility facilities shall be free of asbestos and asbestos containing materials.

3.3.2.7 The utility shall design and construct all utility facilities in conformance with the applicable provisions of all Federal and State laws. The utility also has the responsibility to determine whether any local jurisdiction codes apply.

3.3.3 Clear Zone Requirements

3.3.3.1 The utility shall maintain a clear zone in accordance with the AASHTO Roadside Design Guidelines unless otherwise permitted by the Department.

3.3.3.2 The utility shall not keep, store, stockpile or allow to remain, either in the traveled way or in the clear zone of SH ROW, any utility accommodation work equipment, material or excavation or any other nontraversable hazard or fixed object.

3.3.3.3 The clear zone shall be as follows:

3.3.3.3.1 In urban areas with barrier or vertical curbs and design speeds of 40 MPH or less, a clear zone of fifteen (15) feet shall be provided wherever feasible. Where fifteen (15) feet cannot be provided, the clear zone shall extend beyond any adjacent sidewalks. In variance situations, the clear zone shall be not less than 2 feet beyond the front face of the curb for frangible objects and not less than 4’ beyond the front face of curb for rigid objects. Placement of utility related appurtenances shall likewise take into consideration the ADA lateral offset requirements for handicap accessibility which requires a minimum unobstructed sidewalk width of 48”.

3.3.3.3.2 In all areas without curbs, or with mountable curbs, and with design speeds of 40 MPH or less, a minimum clear zone of fifteen (15) feet shall be provided, unless otherwise permitted by the Department.

3.3.3.3.3 In all areas with design speeds of 45 MPH or greater, the AASHTO “Roadside Design Guide” shall be used to determine clear zone width.

3.3.3.4 If the Department determines, in accordance with Section 3.2.1.2, that a new above ground installation may be permitted within the clear zone, the utility shall provide countermeasures as directed by the Department in the permit. Countermeasures may include: installation in locations which minimize exposure to out-of-control vehicles, use of breakaway features, use of impact attenuation devices, and use of delineation and/or shielding. High crash and/or high risk spot locations of fixed utility appurtenances within

the clear zone shall not be permitted, such as along ditch flow lines and turning radii of intersecting roads or along the outside edge of horizontal curves.

3.3.3.5 The location and design of traffic barriers and countermeasures shall comply with the AASHTO “Roadside Design Guide” as well as the Manual for Assessing Safety Hardware (MASH).

3.3.3.6 All excavations shall be closed at the end of daily operations, and no unattended open excavation will be allowed within the clear zone after dark, unless otherwise permitted by the Department.

3.3.4 Utility Plans

3.3.4.1 Along with a completed utility permit application and other associated documents, the utility shall submit detailed plans or detailed work sketch showing the location, character, dimensions and details of proposed construction. See 3.3.4.6 below.

3.3.4.2 Any permit shall be subject to utility owner’s compliance with the plans accepted by the Department.

3.3.4.3 A Boring permit application shall include plan and profile information at the request of the Department, which may include vertical and horizontal offsets to all existing utilities, ROW line, and face of curb.

3.3.4.4 The Department may issue a conditional permit if certain details of the plans must be completed after permit work starts, but the utility shall not start any work related to such details until accepted by the Department.

3.3.4.5 After a permit is issued, all plan revisions shall conform with Section 2.3.2.3 Required Documentation.

3.3.4.6.1 Record Set. When the engineering design requires the oversight of a licensed professional engineer, a sealed Record Set is required to be submitted to CDOT prior to the start of construction. The Architects, Professional Engineers, and Professional Land Surveyors Rules and Regulations, 4 CCR 730-1, govern the sealing requirements of engineering documents.

3.3.4.6.2 As-Constructed Plan. The Department shall require the utility to submit “As-Constructed” plans within forty-five (45) days of completion of the work, which shows actual final surface and subsurface utilities, including location, alignment, profile, and depth. Such plans shall be of an electronic format compatible with Department software. The plans shall be in electronic PDF file format, 300 dpi, page aligned, searchable, compressed, and compliant with ISO PDF/A-1b or 1a. Additionally, geodetic datum of each structure shall be provided and include the depth of underground utilities, as specified in the Special Provisions of each Permit. Exceptions to this electronic submission requirement must be agreed upon by the Department in writing.

3.3.4.6.3 Survey Utility Plan Set. CDOT may require Survey Plans (as that term is defined above) for utility work.

3.3.5 Aerial and Ground-Mounted Electric and Communications Facilities

3.3.5.1 The utility shall locate, where feasible, poles, guys, anchors, and related ground-mounted appurtenances near the ROW line and beyond embankment slopes. The utility shall not

locate guy wires and stub poles between a pole and the traveled way where either guy wires or stub poles encroach upon the clear zone.

3.3.5.2 Aerial longitudinal installations in SH ROW shall be limited to single pole construction. The Department shall not permit duplication of pole line construction on the same side of the highway. The utility must arrange for the joint use of single pole construction for aerial longitudinal locations where two or more utilities must utilize aerial facilities on the same side of the highway.

3.3.5.3 The Department shall review and accept utility plans with respect to location, the manner in which the utility facility is to be installed, measures taken to preserve safe and free flow of traffic, structural integrity of the roadway, highway structure or appurtenance, aesthetic quality of the highway, ease of maintenance, future roadway expansion, and integrity of the utility facility.

3.3.5.4 The vertical clearance for overhead power and communication lines above the highway, structure or ROW surface, and the lateral and vertical clearance from bridges shall conform with the clearances as shown below in Table 1.

3.3.5.5 The utility shall install overhead wires, conductors, and cables above the ROW surface in compliance with industry standards and Federal and State requirements referenced herein. The utility must also determine whether any local jurisdiction codes may apply at the time of design or installation.

3.3.5.6 The minimum overhead clearance shall apply to conductors at maximum final sag conditions with specified thickness of ice at 32°F (no wind displacement), at 120°F (no wind displacement), or maximum conductor temperature for which the line was designed to operate, whichever produces the largest final sag. Additionally, the minimum overhead clearance must be maintained at the point where the conductor is nearest the roadway or ground surface, taking both sag of the line and variations in ground surface elevation into account. The minimum vertical clearances between the conductor and the structure, bridge, roadway or ground surface within the ROW shall be as listed in Table 1.

TABLE 1

Minimum Vertical Clearance Within Right-of-Way *Or Follow the North American Electric Reliability Corporation (NERC) Requirements, whichever is greater*		
Type of Conductor, Cable & Voltage	Over Roadway Template	Outside Roadway Template
Insulated communication conductors & cables; messengers; grounded or effectively insulated guys; effectively grounded neutral conductors; 230C1 supply cables.	24 ft.	20 ft.
Noninsulated communication conductors; supply cables 0-750 Volts (multiplex wire)	24 ft.	20.5 ft.
Open Supply Conductors 0 - 750 Volts	24 ft.	21 ft.

Open Supply Conductors >750 Volts to 22 kVolts	25 ft.	23 ft.
Voltages exceeding 22 kVolts to 34.4 kVolts	25 ft.*	23 ft.*
Voltages exceeding 34.4 kVolts	25.5 ft.** Or Greater	23 ft.** Or Greater

* plus 0.4 inch per 1,000 Volts in excess of 22 kVolts

** plus [0.4 inch per 1,000 Volts in excess of 22 kVolts] X [1.0 + (.03 per 1,000 feet above 3,300 feet above sea level)] or alternate method for voltages exceeding 98 kVolts

Separation distances increase over railroad tracks and bodies of water, including swimming pools.

Reference U.S. Department of Agriculture Design Manual for High Voltage Transmission Lines for separation distances of all lines that exceed 34.4 kVolts

Voltages are phase to ground for effectively grounded circuits and those other circuits where all ground faults are cleared by promptly de-energizing the faulted section, both initially and following subsequent breaker operations

3.3.5.7 The utility may locate ground-mounted components of aerial facilities crossing the highway in highway median areas beyond the clear zone for both directions of travel with Department approval.

3.3.6 Underground Electric and Communications Facilities

3.3.6.1 The utility shall place buried facilities in conduit at a cover depth of a minimum of 48 inches or as otherwise directed by the Department.

3.3.6.2 Where the Department reasonably anticipates the utility will need to expand its future line capacity along the same alignment as the permitted facilities, the utility shall place spare conduit or duct, when directed in the permit, to accommodate such future needs and to avoid possible future disturbance to the highway or to traffic.

3.3.6.3 The utility shall locate pedestals, or other ground mounted appurtenances to a buried facility as near as practicable to the ROW line or any applicable clear zone requirements.

3.3.6.4 If the Department approves a variance for less than the minimum cover depth specified in Section 3.3.6.1 above, the utility shall provide sufficient protective measures to include encasement, capping, or sleeving of the facilities as provided in 3.3.11.

3.3.7 Water, Sanitary Sewer, Natural Gas, and Hydrocarbon Pipeline Facilities

3.3.7.1 The utility shall install pipeline facilities at not less than the following minimum depths of cover:

3.3.7.1.1 water and sanitary sewer pipelines—4 feet 6 inches or the local frost penetration depth, whichever is greater, or as directed by the Department in the permit; and

3.3.7.1.2 natural gas transmission lines, mains, and service lines, and liquid hydrocarbon pipelines—48 inches, or as directed by the Department in the permit.

3.3.7.2 The utility shall reroute, or protect the pipeline, as determined by the Department in accordance with Section 3.3.11, where less than the minimum cover described above is available for any reason, including conflict with other utilities, water table, or local codes.

3.3.7.3 Joints in all pipelines operating under pressure shall be of mechanical or welded, or other leak-proof type of construction. The utility shall not use mortar, grout, or other Portland cement materials as pipeline joint sealants.

3.3.7.4 The utility shall construct sanitary sewers of materials and install them in a manner that will minimize the potential for any leakage. Such sewer lines shall be located below and at a minimum of ten (10) feet horizontal separation between pipes from all water lines and storm sewer lines. Where sanitary sewers are located such that any leakage that might occur could reach surface waters, the utility shall establish a schedule for routine inspection of the sewer line. Any observed leaks from sanitary sewers within the SH ROW shall be reported to the CDOT Water Quality Manager and the Department immediately upon discovery and repaired as soon as possible.

3.3.7.5 Sanitary sewers larger than 24 inches, lift stations, and other certain wastewater treatment facilities are subject to the design criteria, design review and approval of the CDPHE-WQCD. Other Federal, State and local jurisdiction codes may also apply.

3.3.7.6 Potable water treatment facilities and certain related distribution system facilities are subject to the design criteria, design review and approval of the WQCD. Other Federal, State and local jurisdiction codes may also apply.

3.3.7.7 Thrust blocks or mechanical joint restraints shall be required on all vertical and horizontal bends in pressure pipes.

3.3.8 Irrigation and Drainage Pipes, Ditches, Canals, Gravity-Fed Systems, and Stormwater Drainage Facilities

3.3.8.1 Irrigation and drainage pipelines shall meet the applicable requirements of Section 3.3.7. The utility shall locate Gravity-Fed Systems, open ditches, and canals in conformance with the requirements of Sections 3.2.1 and 3.3.3 for above ground utility accommodations.

3.3.8.2 Irrigation facilities shall be constructed as directed by the Department.

3.3.8.3 Drainage pipelines carrying any type of wastewater effluent must be approved and receive a CDPS permit from the CDPHE-WQCD.

3.3.8.4 Stormwater Drainage Facilities: The Code’s definition of “utility” includes “storm water not connected with highway drainage.” Stormwater facilities constructed within the SH ROW which carry stormwater originating outside of the SH ROW and pass through the SH ROW without any connection to highway drainage are subject to the provisions of the Code, including all permitting requirements.

3.3.8.5 When a Department utility permit must be obtained to install or perform maintenance on storm drainage facilities, the design and construction of such facilities shall conform to Department standards and specifications. All plans must be accepted by the Department. Detailed design or construction requirements may be specified in the utility permit.

3.3.8.6 Stormwater originating outside of the SH ROW which flows into the SH ROW and mixes with highway drainage is not a utility under the Code.

3.3.8.7 Connections of other stormwater drainage systems to the Department highway drainage system shall be approved by the Department. A utility special use permit shall be required for the construction or maintenance of such facilities.

3.3.9 Highway Lighting Facilities

3.3.9.1 Highway lighting facilities shall be designed in accordance with current standards, as directed by the Department.

3.3.9.2 When operation and/or maintenance responsibilities for proposed SH ROW lighting will rest with a utility or local agency pursuant to law or agreement, the lighting facility shall be compatible with that entity's system and inventories.

3.3.10 Highway Structure Attachments

3.3.10.1 Utility facilities shall not be attached to highway structures, including but not limited to bridges, culverts, lighting supports, traffic signal poles, sign supports, or sign bridges without Department approval. Gas lines, sewer lines, or waterline connections, such as valves, shall not be allowed inside of box girders, tub girders, or within the concrete for concrete box culverts.

3.3.10.2 The utility shall design the proposed structure attachment individually for a specific highway structure. The Department's Staff Bridge permission shall be required for all attachments to all bridges and structures in the SH ROW. Any attachment or modification shall not diminish the structural capacity or integrity of the structure. Attachments shall not inhibit the ability to inspect the bridge or its components.

3.3.10.3 The utility shall locate the entire utility installation on a highway bridge or structure so as to not reduce the vertical or horizontal clearance otherwise available between the bridge or structure and any stream, pavement or rails. On water crossings by means of a bridge attachment, the utility line shall be no lower than the bottom of a stringer, and shall be located on the downstream side.

3.3.10.4 The utility shall insulate, ground, and carry communication and electric power line attachments in protective conduit or pipe from below the point of ground exit to below the point of ground re-entry. Carrier pipe and casing pipe shall be insulated from electric power lines.

3.3.10.5 Structure attachments shall conform with applicable protection requirements of Section 3.3.11.

3.3.11 Encasement and Related Protection of Utility Lines

3.3.11.1 The utility shall protect buried utility lines and structure attachments, as follows:

3.3.11.1.1 Buried facilities which are subject to damage from construction or maintenance operations, as determined by the Department, may require additional protective measures, such as: a concrete cap, Class B or better, minimum 4 inches thickness, the full width of the installation trench; concrete encasement, Class B or better, minimum 2 inches on all sides; sleeving in 0.25 inch wall thickness steel conduit, or other acceptable material; and/or a tunnel or gallery.

3.3.11.1.2 Where metal pipelines are installed in a corrosive environment and encasement is not employed, the utility shall demonstrate that the welded steel

carrier pipe will provide sufficient strength to withstand the internal design pressure and the dead and live loads of the pavement structure and traffic. Additional protective measures shall include: heavier wall thickness, higher factor of safety in design, or both, adequate coating and wrapping in accordance with industry standards, cathodic protection, and the use of Barlow's formula regarding maximum allowable operating pressure and wall thickness as specified in 49 C.F.R. Part 192.105. Corrosion protection shall be required for all steel carrier pipes. Cathodic protection shall be mandatory for natural gas and hazardous material pipelines in accordance with 49 C.F.R. Parts 192 and 195.

3.3.11.1.3 At locations subject to settlement or displacement, including but not limited to: areas of unstable ground, near highway structure footings, where the method of installation or use of flexible pipe may result in subsidence or reduced pavement support, a cradle or wall, casing pipe, concrete encasement, extra strength or heavy wall thickness pipe, or leak-proof construction shall be required.

3.3.11.1.4 Where water, high-pressure gas, or hazardous material pipelines are either in or suspended from a highway structure, a casing pipe may be required.

3.3.11.2 The utility shall utilize casing pipe when necessary to facilitate bored or jacked installations, to protect coated carrier pipes from damage during insertion, as a means of conveying leaking fluids or gases to points safely beyond the traveled way, when necessary to provide for the future adjustment, removal or replacement of the carrier line, or unless otherwise directed by the Department.

3.3.11.3 Where a casing is required and the use of a metal casing could defeat the cathodic protection circuit applied to a carrier pipe, the utility shall take the protective measures determined by the Department to be appropriate in the circumstances, including: use of non-metallic casings, or use of carrier/ casing insulation systems, or cathodically protecting casing and carrier pipes as a unit.

3.3.11.4 The utility shall use tunnels or galleries when determined by the Department to be appropriate, such as where several utility lines must share a crossing location, as a provision for future increase in line size or additional lines, or as a means of inspecting carrier lines in the crossing.

3.3.11.5 On highway crossing installations, the utility shall extend any required protection at a minimum: beyond slope and ditch lines on uncurbed sections, or beyond the outer curbs on curbed sections or the full width between access control lines on expressways, freeways and Interstates. For installations other than crossings, the utility shall extend the protection as specified by the Department.

3.3.12 Vents, Drains, Manholes, Valves and Appurtenances

3.3.12.1 The utility shall locate vents at the high end of casings that are less than one hundred and fifty (150) feet long. The utility shall locate vents at both ends of casings that are longer than one hundred and fifty (150) feet. The utility shall locate vent standpipes at a fence line or ROW line.

3.3.12.2 The utility shall provide drains for casings, tunnels, or galleries which enclose carriers of liquid, liquefied gas, or heavy gas. Drains for allowable non-stormwater discharges may outfall into roadside ditches or natural watercourses at locations approved by the Department, and as allowed by the CDPHE-WQCD. At outfalls for unallowable non-stormwater drains, the utility shall take all additional measures that are

determined by the Department and the CDPHE-WQCD to be suitable to protect against possible soil and/or water contamination, such as construction of dikes or liner installation. Outfalls shall not be used as a wasteway for purging the carrier.

3.3.12.3 The utility shall not locate manholes in the present or planned traveled way or shoulder areas, except:

3.3.12.3.1 in municipal streets, provided that manholes shall not be located at street intersections nor in the wheel paths of traffic lanes; and

3.3.12.3.2 where manholes are essential parts of existing lines.

3.3.12.4 The utility shall install shutoff valves on pressurized or hazardous materials pipelines at the following locations:

3.3.12.4.1 near the ends of highway structures to which such lines are attached, unless the pipeline is equipped with nearby shutoff valves or operates under effective control by automatic devices; and

3.3.12.4.2 near unusual hazards, such as unstable ground, structure footings, or locations subject to disturbance by construction and/or maintenance operations, unless the affected line segment can be isolated by other sectionalizing devices within a reasonable distance.

3.3.12.5 The utility shall install permitted structural elements, such as manholes, vaults or anchor blocks, so that the high point of the element is at or below the grade of the traveled way or shoulder surface. Manhole covers located in the traveled way or shoulder shall be not less than one-quarter inch, or more than one-half inch, below the finished pavement grade.

3.3.12.6 Meters shall not be placed on SH ROW except within local jurisdiction where any local jurisdiction codes may require such use.

3.4 Construction Requirements

3.4.1 Access for Constructing or Servicing Utility Facilities

3.4.1.1 The utility shall access the work site only at locations and by means acceptable to the Department.

3.4.1.2 The utility shall not work at night or on Saturdays, Sundays, or holidays, except as approved by the Department. The Department may specify and/or restrict the utility's access to construct or service utility facilities in accordance with each region's lane closure policy, during peak traffic flow or due to adverse weather, insufficient visibility, or other conditions not conducive to safe and efficient traffic operations.

3.4.1.3 To gain access to the SH ROW from abutting properties at other than established, approved locations, the utility must obtain and comply with the terms of an access permit issued pursuant to § 43-2-147, C.R.S.

3.4.2 Traffic Control and Work Zone Safety Requirements

3.4.2.1 The utility shall develop and submit a TCP to the Department for any work that will affect traffic movement or safety. The utility shall implement the TCP and utilize traffic control

devices to ensure the safe and expeditious movement of traffic around and through the work zone and the safety of the utility work force.

3.4.2.2 The utility shall develop the TCP, and MHT in conformance with Department standards. The TCP shall include provisions for the passage of emergency vehicles through the work zone, and shall conform to all Federal, State and local agency rules and regulations. The TCP and MHT shall contain sufficient detail to demonstrate conformity with all applicable requirements.

3.4.2.3 At CDOT's direction, the utility shall have a TCS at the work site at all times in direct responsible charge of implementing the TCP. If the scope of the utility project necessitates a flagger, the utility shall have the appropriate number of certified flaggers at the work site in accordance with the TCP.

3.4.2.4 The utility shall not start the permitted work before the Department accepts the TCP.

3.4.2.5 The Department may review and order changes to the TCP and MHT during performance of the work, as required.

3.4.2.6 The utility shall comply with the TCP at all times during performance of the work.

3.4.2.7 The utility shall maintain the TCP at the work site at all times during performance of the work, and make available to the Department upon request.

3.4.2.8 The TCP shall ensure that closure of intersecting streets, road approaches and other access points is minimized. On heavily traveled highways, the Department shall not permit utility operations that interfere with traffic during periods of peak traffic flow.

3.4.2.9 When utility operations coincide with highway construction or maintenance operations or other permitted activities, the utility shall develop and implement the TCP in cooperation and coordination with the highway agency and/or its contractors, and as otherwise directed by the Department in the permit.

3.4.2.10 All flaggers shall have a current CDOT flagger certification card, and shall be capable of effectively communicating with the traveling public and others at the work site.

3.4.2.11 All utility employees working within the SH ROW shall comply with any applicable OSHA regulations.

3.4.2.12 Personal protective equipment (e.g. head protection, footwear, high visibility apparel, safety glasses, hearing protection, respirators, gloves, etc.) shall be worn as appropriate for the work being performed, and as specified in all applicable Federal, State and local rules and regulations.

3.4.3 Utility Owner Notification

3.4.3.1 The utility will comply with the applicable requirements of Article 1.5 of Title 9, C.R.S., including any requirement to participate in the State's Notification Association pursuant to § 9-1.5-105, C.R.S. All owners of underground utilities within the SH ROW must become members of the UNCC.

3.4.3.2 Pursuant to § 9-1.5-103, C.R.S., and except as provided for emergency or other special circumstances in that statute, the permittee shall not make or begin excavation without first notifying the UNCC. The Department shall be notified of planned excavation as specified in the permit. If known by the utility permittee to exist, underground utility

owners who have not yet become members of the UNCC shall be contacted directly. Notice of commencement, extent, and duration of the excavation work shall be given at least two business days prior thereto, not including the day of actual notice.

3.4.4 Pavement Cuts and Repairs

3.4.4.1 The utility shall install buried facilities crossing the highway only by trenchless methods, except as provided by this Section.

3.4.4.2 The utility may install buried facilities by open cut of the pavement structure only if it demonstrates to the Department that: trenchless methods are not feasible due to soil conditions, or space limitations or other considerations preclude trenchless construction, and/or removal and replacement of the pavement structure will be concurrent with or closely precede a project to construct or reconstruct the affected roadway.

3.4.4.3 When the Department permits pavement cuts, the utility shall comply with the following conditions: no more than half the width of the roadbed may be opened at any time, the utility must replace any removed pavement to a design equal to or greater than the surrounding, undisturbed pavement structure, and the utility must saw or wheel-cut to a neat line, or as otherwise specified in the permit, any pavement removed. On trenched installations, unless otherwise specified by the Department, the utility shall implement additional cutback of base and surfacing to a minimum of 2 feet beyond normal trench limits, replace excavated portions of the base and subgrade with flowable backfill, trim all overbreaks or incidental damage of existing pavement back to a neat line before patching, repair all surface gouges or other minor damage, and restore all pre-existing pavement markings in and adjacent to resurfaced areas.

3.4.5 Trenched Construction and Backfill

3.4.5.1 The utility shall construct vertical-sided trenches, of uniform width, and no wider than the line diameter plus three feet, unless the utility demonstrates to the Department's satisfaction that such construction is impracticable.

3.4.5.2 Shoring or bulkheading shall conform with all applicable Federal, State and local jurisdiction construction and safety standards.

3.4.5.3 The utility shall provide drainage from excavation areas.

3.4.5.4 The utility shall not perform construction or compaction by means of jetting, puddling, or water flooding within SH ROW; however, a limited amount of puddling may be allowed up to the springline of the pipe when free-flowing granular backfill materials are used, when necessary to obtain proper compaction of pipeline bedding.

3.4.5.5 Unless otherwise directed or approved by the Department, the utility shall replace excavated material with flowable backfill as specified by the Department within toes of slopes or place backfill in 6 inch layers, each consolidated by mechanical tamping and controlled addition of moisture to a density equal to or greater than that of the surrounding undisturbed soil outside toes of slopes.

3.4.6 Trenchless Installations

3.4.6.1 Portal limits of trenchless crossings shall be established safely beyond the highway surface and clear zone, and in no case shall the lateral distance from the surfaced area of the highway to the boring or jacking pit be less than the vertical difference in elevation between such surface and the bottom of the pit.

3.4.6.2 Shoring or bulkheading shall conform with applicable Federal, State and local jurisdiction construction and safety standards.

3.4.6.3 The utility shall not use water jetting or tunneling, but water-assisted or wet boring may be permitted if determined by the Department to not result in excessive erosion or unacceptable moisture conditions in the roadway subgrade.

3.4.6.4 The boring hole shall be oversized to the minimum amount required to allow pull-through of the conduit being installed, based upon equipment and product manufacturer's specifications. If the oversize excavation is not already filled by the drilling slurry after product pull through, the void shall be grouted to the satisfaction of the Department. Grout or other approved backfill material shall be used for pipe of 12 inches or more in diameter, and for overbreaks, unused holes or abandoned pipe. The composition of the grout shall be a cement mortar, a slurry of fine sand or fine granular materials, subject to Department approval.

3.4.6.5 The utility shall follow any applicable manufacturer's guidelines and industry standards for equipment set-up and operation. The utility shall assess soil conditions to determine the most appropriate installation technique. Underground borepaths or tunnels shall be tracked and recorded by the utility. Failed bores shall be appropriately abandoned by the utility.

3.4.6.6 Drilling fluids shall be prepared and used according to fluid and drilling equipment manufacturer guidelines. The utility shall use fluid containment pits at both bore entry and exit points, and shall use appropriate operational controls in order to avoid heaving or loss of drilling fluids from the bore.

3.4.6.6.1 Antifreeze additives shall be non-toxic and biodegradable products.

3.4.6.6.2 Depending upon chemical composition or the specific method of disposal, improperly disposed drilling fluids may be classified as solid wastes or unauthorized discharges per Section 3.1.7, and in general, shall be pumped or vacuumed from the construction area, removed from the SH ROW and disposed of at permitted facilities that specifically accept such wastes.

3.4.6.6.3 Disposal of drilling fluids into storm drains, storm sewers, roadside ditches or any other type of man-made or natural waterway is expressly prohibited.

3.4.6.6.4 Small quantities of drilling fluid solids (less than 1 cubic yard of solids) may be left on-site after either being separated from fluids or after infiltration of the water, provided:

3.4.6.6.4.1 the drilling fluid consists of only water and bentonite clay; or

3.4.6.6.4.2 if required for proper drilling properties, small quantities of polymer additives that are approved for use in drinking water well drilling; and

3.4.6.6.4.3 the solids are fully contained in a pit, and are not likely to pose a nuisance to future work in the area; and

3.4.6.6.4.4 the solids covered and the area restored as required by permit requirements.

3.4.7 Utility Installations Near Drainage Ways and Watercourses

3.4.7.1 The utility shall not install any facility along or across the ROW of an irrigation ditch or canal company without first obtaining the written approval of such company.

3.4.7.2 The utility shall install facilities that cross a stream or other drainage only at a point beneath the bed of that watercourse and only at a depth that adequately allows for scour or ditch maintenance requirements. The utility shall also take the added measures to protect such lines that the Department deems necessary in areas subject to erosion or other disturbance.

3.4.7.3 In establishing the depth of cover below an unpaved channel, the Department will consider potential scour, ditch maintenance operations and/or future needs to increase the channel capacity. The utility line shall be installed a minimum of three feet below the lowest expected level of scour or degradation.

3.4.7.4 Utility construction operations within or near live streams, ditches, wetlands or other bodies of water shall include adequate provision to protect or maintain surface and/or ground water quality, and may require appropriate clearances as described in Section 3.1.7.

3.4.7.5 The utility shall not install utility lines within culverts where the primary purpose of that culvert is to carry drainage. For culverts or culvert-like structures where the primary purpose of the culvert is something other than drainage, such as providing passage for stock, wildlife, pedestrians or vehicles, utility installations shall be addressed through Section 3.3.10.

3.4.7.6 In order to avoid any interference with the operations or maintenance of either utility lines or of drainage structures, the utility shall not install utility lines inside any such drainage structure or inside the trench that surrounds any drainage structure, and shall maintain a horizontal and vertical clearance from any such drainage structure or surrounding trench if further directed to do so by the Department in the utility permit.

3.4.8 Protection, Construction and Restoration of Highway Property

3.4.8.1 The utility shall avoid disturbing or damaging all highway property, and shall be responsible for the prompt reconstruction, alteration, repair or maintenance of highway property, to repair any damage caused by the utility work, and to restore the SH ROW to pre-existing or better conditions as may be specified in the permit.

3.4.8.2 Cleated or tracked equipment shall not work on or move over paved surfaces without mats or pads on tracks.

3.4.8.3 The utility shall not spray, cut or trim trees, or other landscaping elements, or remove any landscaping material, unless such work is specifically described in the permit application and approved in the permit.

3.4.8.4 The utility shall employ erosion and sediment control measures, to protect storm water quality, in conformance with current Federal, State and local jurisdiction codes and Department standards. At a minimum, the utility shall employ the following measures, as applicable:

3.4.8.4.1 minimize the length of open trench; and

3.4.8.4.2 minimize the area of disturbance to ground cover and vegetation; and

3.4.8.4.3 manage necessary stockpiles in accordance with the permit requirements and appropriate CDOT Specification; and

3.4.8.4.4 protect all inlets accepting flow from the impacted area; and

3.4.8.4.5 seed and permanently stabilize the disturbed area to prevent erosion.

3.4.8.5 The utility may be required to obtain a storm water permit from the CDPHE per Section 3.1.7.13 and 3.1.7.20.

3.4.8.6 The utility shall perform any required construction or restoration of highway property in conformance with the Code, permit requirements, and with Department standard specifications and standard plans adopted by the Commission pursuant to § 43-2-107(1), C.R.S., as directed and provided to the utility by the Department. Material removed from any portion of the roadway template must be replaced in like kind with better or equal compaction. Segregation of material is not permitted.

3.4.8.7 All utility construction or restoration work shall be subject to Department approval, and the utility shall promptly replace all unsatisfactory work as determined by the Department.

3.4.8.8 The utility shall maintain any such finished work for a period of twenty-four (24) months following completion and acceptance, and must post a bond to assure the adequacy of construction or maintenance.

3.4.8.9 The utility shall remove all debris, refuse, waste, salvage, and surplus materials resulting from utility accommodation work from SH ROW in a safe and expedient manner, daily during installation and upon completion of such work.

3.4.8.10 The utility shall restore ditch flow lines and shall reseed or re-sod, as conditions dictate, all areas which are denuded of vegetation during utility operations. The seed species, origin and application rates required for each location shall be as approved by the Department. Seed mixtures and mulch must be certified free of noxious weed seeds. The utility shall clean equipment before transporting it into or out of the State in order to prevent the migration of noxious weeds.

3.4.9 Markers, Location Aids and Location Assistance

3.4.9.1 All new underground facilities must be electronically locatable when installed, including laterals up to the structure or the building being served.

3.4.9.2 All plowed or trenched installations must include appropriate color-coded warning tape placed not less than 12 inches vertically above the top of the line. The warning tape shall be surface-detectable if needed to facilitate detection of the line.

3.4.9.3 The utility shall place readily identifiable markers at the ROW line where it is crossed by pipelines carrying transmittants which are flammable, corrosive, expansive, energized, or unstable, except where a vent will serve as a marker.

3.4.9.4 The utility shall place markers for longitudinal underground facilities vertically above the facilities or at a known horizontal offset, unless otherwise approved in writing by the Department. Each marker shall provide a foresight and backsight to succeeding and preceding markers. Markers shall be installed at suitable intervals along tangent sections, at angle points or points of curvature, and at reasonable intervals along curves.

3.4.9.5 The utility shall maintain any markers required by the Code for the life of the installation.

3.4.9.6 In addition to complying with Section 3.4.3 of the Code and the provisions of Article 1.5 of Title 9 C.R.S. in response to the Department's notification of planned excavations, utility owners shall surface-mark their buried utility facilities that are located within the SH ROW in order to facilitate Department engineering and design activities, upon reasonable request from the Department, and at no cost to the Department. The permittee shall respond to such request within a reasonable timeframe acceptable to the Department, but no longer than 14 days from the date of request, and the accuracy of the surface marking shall be within 18 inch of either side of the actual location of the buried facility.

Editor's Notes

History

Entire rule eff. 10/30/2009.

Entire rule eff. 01/14/2021.

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission
From: Herman Stockinger, Deputy Director
Andrew Hogle, Hearing Officer
Date: November 19, 2026

Subject: Adoption of Rules for 2 CCR 601-14: Chain Law and Passenger Vehicle Traction Law Requirements on the State Highway System

Purpose

At the June 2026 Transportation Commission meeting, the Commission authorized department staff to open 2 CCR 601-14, Chain Law and Passenger Vehicle Traction Law Requirements on the State Highway System (Chain Law Rules) and authorized the appointment of a Hearing Officer to oversee the rulemaking hearing. The public rulemaking process is complete and staff requests that the Commission adopt the updated Chain Law Rules.

Action

Adopt 2 CCR 601-14: Chain Law and Passenger Vehicle Traction Law Requirements on the State Highway System.

Background

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

To comply with SB25-069, the updated rules:

1. Contain the requirements entities wishing to provide roadside chain and ATD assistance and installation on CDOT highways must follow, including requirements to qualify for a permit and permittee responsibilities.
2. Includes safety requirements for individuals installing tire chains or ATDs, such as the requirement to wear various safety apparel.
3. Explain the department shall not be held liable for damage or injuries caused by permittees.

4. Contain the circumstances which may lead to the revocation or suspension of a permit.

In addition, several changes were made to the rule unrelated to the adoption of SB 25-069, including:

1. Removed a provision that allowed the termination of an activated chain/traction law to be when the pavement center line markings are visible. This created issues for enforcement due to the subjectivity of the language. Restrictions now terminate only when an electronic/static notification is posted.
2. Included definitions for tow trucks and vehicle recovery units.
3. Describes equipment specifications related to usage of tire chains, cables, and ATDs.
4. Clarifies that passenger vehicles chain up only at safe locations in rest areas or off the main line of traffic (rather than simply recommending they not chain up in areas designated for commercial vehicles).
5. Clarifies what provisions of the rule that tow trucks and vehicle recovery units that are actively engaged in clearing travel lanes are exempt from.

Finally, as result of the public input process, staff recommend the Commission accept several additional changes to the rules that came directly from public stakeholder input, including:

1. Defined "Chain Inspection Station" and moved definitions of Tire Cables and Tire Chains to the definitions section.
2. Adjusted a few sections of the rules to provide better clarity around technical expectations for axle placement of chains.
3. Clarified that the permit program does not require a motorist to purchase private chain installations services, and that motorists may install or remove their own chains when doing so in an otherwise lawful and safe manner.
4. Made multiple "cosmetic" changes to the rules to improve clarity.

Next Steps

Once approved, staff will file the final rule with the Secretary of State.

Attachments

- Final redline changes to 2 CCR 601-14.

DEPARTMENT OF TRANSPORTATION

Transportation Commission

RULES GOVERNING CHAIN LAW AND PASSENGER VEHICLE TRACTION LAW REQUIREMENTS ON THE STATE HIGHWAY SYSTEM

2 CCR 601-14

[Editor's Notes follow the text of the rules at the end of this CCR Document.]

Statement of Basis and Purpose and Statutory Authority

The purpose of these rules is to describe the travel conditions, types of vehicles, and the locations which require tire chains, adequate types of tires, four-wheel drive or other means to provide adequate traction, when the Department determines such means are necessary to protect the safety of the travelling public and to minimize the occurrence of road closures. ~~The Department revised the rules in order to make them more understandable to the travelling public. It removed the codes used to communicate when chains or snow tires were required and replaced the codes with clearer categories pertaining to Passenger Vehicles and Commercial Motor Vehicles, and updated the rules to current practice. The new rules explicitly refer to "Non-Commercial or Recreational Vehicles" and state that they fall within the specified type of travel restriction depending on the vehicle weight and the road and weather conditions. These changes to the rules reflect the now widespread use of communicating via electronic messaging signs and via other means of technology. Additional changes being proposed address existing provisions of the rule on the grounds of clarity, accuracy and completeness as required by the Colorado Administrative Procedure Act.~~

The rules ~~shall~~ apply to all state highways on the State Highway System as defined in §43-2-101(1), C.R.S. or as determined by the Transportation Commission. These rules are based on the following statutory sections: §42-4-106(5)(b) C.R.S. (rule-making authority granted to the Transportation Commission); §42-4-106 C.R.S. (setting forth who may restrict the use of highways); §43-2-101(1) C.R.S. (defining State Highway System); §42-4-214 C.R.S. (setting forth required visual signals on service vehicles)~~;, and~~ §42-4-1701(4)(a)(I)(F) C.R.S. (penalties for non-compliance); and §43-2-150 (roadside chain service).

1.00 Definitions

1.01 "Alternate Traction Device" or "ATD" means a device approved by the Department as capable of providing traction comparable to that of such metal chains ~~or cables~~

under similar conditions, which is also listed on the CDOT Approved Product List ("APL").

1.02 "Authorized Service Vehicles" mean such highway or traffic maintenance vehicle(s) as are publicly owned and operated on a highway, by or for a governmental agency, the function of which requires the use of service vehicle warning lights as prescribed by state law and such other vehicles having a public service function, including, but not limited to, public utility vehicles and tow trucks, as determined by the Department of Transportation under §42-4-214(5), C.R.S. Some vehicles may be designated as both an Authorized Emergency Vehicle and an Authorized Service Vehicle. See §42-1-102(7) C.R.S.

1.03 "Autotransport Carriers" means vehicles specifically designed and used for the transport of automobiles.

1.04 “Chain Inspection Station”, often called a chain checkpoint or chain check area, is a temporary or permanent highway checkpoint operated out of the direct travel lanes by members of the Colorado State Patrol or the Department of Transportation. Its purpose is to verify that vehicles are carrying tire chains during required calendar months and/or equipped with Tire Chains or ATDs during winter storm operations.

1.05 "Chain Law" means the requirement imposed by the Department for all vehicles using certain areas of the State Highway System during periods of adverse road and weather conditions in order to protect the safety of the traveling~~travelling~~ public and prevent accidents resulting in traffic issues and road closures. Notification of Chain Law requirements shall occur as set forth in Rule 2.02 herein, contingent upon assessed road and weather conditions.

1.06 "Colorado State Patrol" shall mean the organization created by §24-33.5-201, C.R.S.

1.07 "Commercial Motor Vehicle" or "CMV" for purposes of these rules means a vehicle having a manufacturer's GVWR or GCWR of at least 16,001 pounds and used in commerce on public highways or a GVWR or GCWR of at least 16,001 pounds and used to transport at least 16 passengers, including the driver. See §42-4-235(1) (a)-(c), C.R.S.

1.08 "Department" means the Colorado Department of Transportation.

1.09 “Drive Wheel Tire” means a tire attached to a wheel through which tractive force is transferred from the vehicle to the road causing the vehicle to move.

1.10 “GCWR” means Gross Combined Weight Rating.

1.11 "GVWR" means gross vehicle weight rating.

1.12 "Motor Vehicle" means the same as defined in §42-1-102(58), C.R.S. For purposes of these rules, the term Motor Vehicle shall include Passenger Vehicles, Commercial Motor Vehicles and Recreational Motor Vehicles.

1.13 "Non-Commercial or Recreational Vehicle" means a truck, or unladen truck tractor, operated singly or in combination with a trailer or utility trailer or a motor home, which truck, or unladen truck tractor, or motor home is used exclusively for personal pleasure, enjoyment, other recreational purposes, or personal or family transportation of the owner, lessee, or occupant and is not used to transport cargo or passengers for profit, hire, or otherwise to further the purposes of a business or commercial enterprise." See §42-1-102(61), C.R.S. For the purposes of these rules, Non-Commercial or Recreational Vehicles are categorized by weight as either a Commercial Motor Vehicle or a Passenger Vehicle.

1.14 "Passenger Vehicle" means any vehicle having a GVWR or GCWR 16,000 pounds or less with four or more tires and capable of transporting up to 15 passengers, including the driver.

1.15 "Passenger Vehicle Traction Law" shall mean the requirements imposed by the Department upon the operation of Passenger Vehicles when traveling on identified areas of the State Highway System during periods of adverse road and weather conditions in order to increase the safety of the travelling public and prevent accidents resulting in traffic issues and road closures.

1.16 "Recreational Motor Vehicle" means the same as "Non-Commercial or Recreational Vehicle."

1.17 "Tire Cables" are ATDs made of steel cable as opposed to steel chain link, which have high strength steel cross member rollers 0.415" or greater in diameter, which may be used on passenger vehicles and by commercial vehicles under limited circumstances as described in Section 6.04 of these rules.

1.18 "Tire Chains" mean chains, including but are not limited to metal chains, which consist of two circular hoops, one on each side of the tire, connected by not less than nine evenly spaced chains across the tire tread. See §42-4-106(5) (a) (I), C.R.S. Tire chains shall meet the SAE classification as outlined in NACM 92805 (TC) by the National Association of Chain Manufacturers. ~~Dual tire chains are acceptable.~~

1.19 "Tow Truck" means a motor vehicle specially designed or equipped for transporting another motor vehicle from one location to another by means of flatbeds, wheel-

lifts, tow bars, winches, cables, or pulleys, pursuant to § 40-10.1-101(21), C.R.S., and operated by a towing carrier permitted by the Public Utilities Commission. The term "Tow Truck" shall not include standard passenger vehicles or light-duty pickup trucks utilizing temporary or hitch-mounted towing equipment, nor shall it include specialized Vehicle Recovery Units unless specifically equipped for over-the-road transport.

1.20 "Variable Message Signs" or "VMS" shall mean the electronic messaging signs on the State Highway System used to facilitate traffic control and to advise the travelling public through electronic or static means of road conditions and travel requirements, including the status of any Passenger Vehicle Traction Law or Chain Law.

1.21 “Vehicle Recovery Unit” means a motor vehicle, commercially or publicly operated, equipped with permanently mounted, dedicated vehicle recovery machinery manufactured and certified specifically for vehicle extraction, and identified by permanent commercial or agency insignia. The term "Vehicle Recovery Unit" shall not include standard passenger vehicles, unmodified light-duty pickup trucks, or any vehicle whose recovery capacity relies solely on bumper-mounted hitches, portable winches, tow straps, or temporary recovery attachments.

2.00 Means of Notification Regarding Road Conditions and Travel Requirements

2.01 Who May Implement Travel Requirements on state highways. Any Department maintenance supervisor or their designee shall have the authority to implement the Chain Law or Passenger Vehicle Traction Law. It is within their discretion to determine when road, weather, and driving conditions are such that the Chain Law or Passenger Vehicle Traction Law should be in effect.

2.02 The applicable Traction and Chain Law requirements will be messaged out through the CDOT notification process, to include Variable Message Signs, static signs, other official traffic control devices as appropriate, the CDOT travel website, telephonic messaging system, email, text notifications and other technologies. Notifications will specify by mile points and by exit number when chains are required.

2.03 The Chain Law and Passenger Vehicle Traction Law shall remain in effect until either notice is communicated to the traveling public by VMS, static sign or other CDOT notification~~, or when the center line or lane lines are visible on a descending grade~~.

3.00 Passenger Vehicle Traction Law

3.01 Passenger Vehicles are vehicles having a GVWR or GCWR less than 16,001 pounds capable of transporting up to 15 passengers, including the driver. Vehicles that meet these requirements include but are not limited to:

3.01.1 A vehicle towing a trailer or another vehicle;

3.01.2 Non-Commercial or Recreational Vehicles having a GVWR or GCWR less than 16,001 pounds; and

3.01.3 Passenger vans designed to transport up to 15 passengers, including the driver.

3.01.4 A Passenger Vehicle can be a two-wheel drive vehicle, an all-wheel drive vehicle or a four-wheel drive vehicle.

3.02 The Passenger Vehicle Traction Law applies to Non-Commercial or Recreational Vehicles under 16,001 pounds GVWR or GCWR.

3.03 To travel on a state highway when the Passenger Vehicle Traction Law is in effect, a Passenger Vehicle must have either:

3.03.1 Chains on two or more drive tires; or

3.03.2 An ~~approved~~ ATD on two or more drive tires; or

3.03.2 Is a two-wheel drive vehicle equipped with statutorily sufficient tires as set forth by section 3.04 of these rules; or

3.03.3 Is a four-wheel or all-wheel drive vehicle with all drive wheels engaged and equipped with tires having a minimum of 3/16-inch tread depth.

3.04 Statutorily sufficient shall mean tires with a minimum of a 3/16-inch tread depth, which shall include:

3.04.1 Tires imprinted with a mountain snowflake symbol by the manufacturer; or

3.04.2 Tires having a “mud and snow” (M+S, M &S, OR M/S) rating; or

3.04.3 Tires with an all-weather rating by the manufacturer. Summer, all-season and performance all-season tires do not qualify as all-weather tires.

3.05 The Department recommends that Passenger Vehicles travelling on state highways carry adequate chains or an ~~approved~~ ATD during the months when snow could be encountered.

4.00 Passenger Vehicle Chain Law

4.01 Passenger Vehicles include but are not limited to vehicles under 16,001 GVWR or GCWR, and vehicles capable of transporting up to 15 passengers, including the driver. Vehicles that meet these requirements include but are not limited to:

4.01.1 A vehicle towing a trailer or another vehicle;

4.01.2 Non-Commercial or Recreational Vehicles less than 16,001 pounds GVWR or GCWR; and

4.01.3 Passenger vans capable of transporting up to 15 passengers, including the driver.

4.01.4 A Passenger Vehicle can be a two-wheel drive vehicle, an all-wheel drive vehicle or a four-wheel drive vehicle.

4.02 The Passenger Vehicle Chain Law applies to Non-Commercial or Recreational Motor Vehicles under 16,001 pounds GVWR or GCWR.

4.03 To travel on a state highway when the Passenger Vehicle Chain Law is in effect, a Passenger Vehicle must have either:

4.03.1 Chains on two or more drive tires; or

4.03.2 An ~~approved~~ ATD on two or more drive tires.

5.00 Commercial Motor Vehicle Chain Law

5.01 A Commercial Motor Vehicle for purposes of these rules is any vehicle having a GVWR or GCWR 16,001 pounds or more and used in commerce on public highways or vehicles 16,001 pounds GVWR or GCWR or more and has the capacity to carry 16 or more passengers, including the driver.

5.01.1 Non-Commercial or Recreational Vehicles having a GVWR or GCWR of 16,001 pounds or more shall comply with the provisions of the Commercial Motor Vehicle Chain Law when in effect.

5.02 To travel on a state highway when the Commercial Motor Vehicle Chain Law is in effect, a Commercial Motor Vehicle or Non-Commercial or Recreational Vehicle must have chains, cables, or ATDs as stated in section 6.~~on at least four of the drive wheel tires, or all of the drive wheel tires if the vehicle has fewer than four drive wheel tires. Buses are required to chain or have ATDs on two drive wheel tires. See §42-4-106(5) (a)(I), C.R.S.~~

5.03 Commercial Motor Vehicles hauling flammable, combustible or explosive materials as defined by federal regulations may continue beyond the VMS until they encounter snow on the road. The driver shall affix chains at the earliest possible opportunity where the traction of the vehicle is compromised (where the pavement is primarily covered by snow or ice) at a safe location outside the travell~~l~~ed portion of the highway.

5.04 A Commercial Motor Vehicle or Non-Commercial or Recreational Vehicle may proceed beyond the chain area to the next safe location in the event the chain station is full in order to safely affix or remove chains.

5.05 Passing Requirements when the Commercial Motor Vehicle Chain Law is in Effect. Whenever the Commercial Motor Vehicle Chain Law is in effect, Commercial Motor Vehicles or Non-Commercial or Recreational Vehicles shall be restricted to the right lane unless encountering a stalled or slower moving vehicle that would result in the loss of traction, in which case the CMV or Non-Commercial or Recreational Vehicles may utilize the left or center lane to pass if the movement can be made safely and without interference with other traffic. Any such pass must be completed without losing traction and the CMV or Non-Commercial or Recreational Vehicle must return immediately to the right lane upon completion of the pass.

5.06 Autotransport Carriers

5.06.1 Autotransport Carriers shall be exempt from using tire chains or ATDs ~~on at least four drive wheels~~ in the event the tire chains or ATDs would jeopardize the safety of the hydraulic lines of the vehicle.

5.06.2 To the extent tire chains or ATDs do not interfere with the hydraulic lines, Autotransport Carriers shall be subject to these rules.

5.06.3 When the Commercial Motor Vehicle Chain Law has been implemented and Autotransport Carriers cannot use tire chains on at least four drive wheels, then the use of pneumatically driven chains, drive wheel sanders or other ~~Department approved~~ ATDs, or the use of tires having a mud and snow rating (“M&S,” “M+S,” OR “M/S,” or imprinted with a mountain snowflake symbol by the manufacturer having a minimum of a 3/16-inch tread depth shall be required.

6.00 Tire Chains, Tire Cables and ~~Approved~~ Alternate Traction Devices

6.01 Under certain road conditions, chains or ~~Department approved~~ ATDs may be required. For Passenger Vehicles, the required use of these traction devices may depend on the type and quality of tire on the Passenger Vehicle.

~~6.02 Tire Chains. Tire Chains include but are not limited to metal chains, which consist of two circular hoops, one on each side of the tire, connected by not less than nine evenly spaced chains across the tire tread. See §42-4-106(5) (a) (I), C.R.S. Tire chains shall meet the SAE classification as outlined in NACM 92805 (TC) by the National Association of Chain Manufacturers. Dual tire chains are acceptable.~~

6.02 Chains must be installed on at least four of the drive wheel tires, or all of the drive wheel tires if the vehicle has fewer than four drive wheel tires. Dual tire chains are acceptable.

6.03 Clip-on chains are not permitted, nor is any other device not designated as an ~~approved~~ ATD by the department.

~~6.04 Tire Cables. Tire cables are ATDs made of steel cable as opposed to steel chain link, which have high strength steel cross member rollers 0.415" or greater in diameter, which may be used on passenger vehicles and by commercial vehicles under limited circumstances.~~

6.04 Tire Cables as ATDs on Commercial Motor Vehicles are permitted on a tandem power drive axle combination ~~commercial motor vehicle~~ where any type of cable may be used, but only if (a) there are chains on the two outside tires of one of the power drive axles and cables on all four ~~on two or more~~ tires of the other power drive axle or (b) all eight tires on both power axles.

6.04.1 Tire Cables as ATDs on Commercial Motor Vehicles are permitted on a tandem power drive axle combination with super single tires only if they have a chain on one axle and have cables or chains on the second axle.

6.04.2 Tire cables are not approved for use as an ATD on single drive axle commercial motor vehicles.

6.05 Buses are required to chain or have ATDs on two drive wheel tires. See §42-4-106(5) (a)(I), C.R.S.

6.06 To be permitted, ATDs must be one of the ATDs included in the CDOT Approved Product List ("APL"). Drive wheel sanders and pneumatically driven chains are also allowed.

7.00 Truck Chain Up, Truck Chain Down and Inspection Stations

7.01 The Department or the Colorado State Patrol shall designate the locations of C~~c~~hain I~~i~~nspection S~~s~~tations.

7.02 The Department may designate Authorized Service Vehicles to sell, mount, and assist in mounting chains in compliance with these rules at certain chain-up stations.

7.03 The Department or law enforcement personnel may control the reentry of vehicles from a chain station or inspection station to the state highway in such a manner as to enhance the flow of traffic and ensure the safety of the travelling public.

7.04 All vehicles subject to the Passenger Vehicle Traction and/or Chain law applicable at the time may be subject to inspection by Department personnel or appropriate law enforcement personnel for compliance with the chain law or Passenger Vehicle Traction Law before proceeding on the state highway.

7.05 Passenger vehicles shall only chain up at safe locations in rest areas or locations with public access off the main line of traffic. ~~It is recommended that Passenger Vehicles not affix chains in areas designated for commercial vehicles.~~

7.06 If any vehicle is not in compliance, law enforcement or Department personnel may:

7.06.1 Hold the vehicle in the inspection or chain area;

7.06.2 Require the driver of the vehicle to reverse its direction of travel or stop travel; or

7.06.3 Be required to retain a private towing service to convey the vehicle through the area covered by the chain law implementation.

8.00 Authorized Service Vehicles and Authorized Emergency Vehicles

8.01 Government Owned Highway Maintenance Vehicles. Government-owned highway maintenance vehicles, in the exercise of highway maintenance activities, or incident management, are exempt from the travel restrictions in these rules.

8.02 Vehicle Recovery Units and Tow Trucks. Vehicle Recovery Units and Tow Trucks, as defined in Section 1.00 of these rules, that are actively engaged in clearing travel lanes, performing vehicle recovery operations, or transporting disabled vehicles within a designated enforcement area shall be exempt solely from the requirements of Section 5.00 (Commercial Motor Vehicle Chain Law) and Section 6.00 (Tire Chains, Tire Cables, and Alternate Traction Devices). No other light-duty vehicle, personal truck, or unpermitted service vehicle shall claim an exemption under this

section. ~~Vehicle recovery units that are in the exercise of clearing travel lanes in a chain law enforcement area shall be exempt from these rules.~~

8.03 Authorized Emergency Vehicles shall be exempt from these rules.

9.00 Tire Chain Traction Control Device Permit

9.01 Entities may apply to the Department for a permit to provide roadside chain and ATD assistance and installation.

9.02 In order to apply for and be qualified for a permit, entities must:

9.02.01 Complete the Department's online permitting application form;

9.02.02 Submit proof of insurance and bond;

9.02.03 Participate in the required training and orientation session;

9.02.04 Pay the required permitting fees as outlined on the Department's website; and

9.02.05 Hold general liability insurance ($1,000,000 minimum) and worker's compensation as required by Colorado law.

9.03 Permittee responsibilities. All permittees must abide by the following:

9.03.01 Permittees must not solicit outside of the chain assist zone;

9.03.02 Permittees must not monopolize the chain assist zone;

9.03.03 Permittees may only sell, repair, install or remove tire chains, ATDs and elastic chain retainers to commercial and passenger vehicles under the conditions set forth in CDOT Chain Assist Standard Operating Procedures and the Terms and Condition of the issued Permit.

9.03.04 No unauthorized persons may assist in installations of tire chains; and

9.03.05 Permittees may only engage in these actions: (1) chain installation and removal; minor chain repair; (3) sale of elastic chain retainers; and (4) sale of chains and ATDs. All services will be subject to a set fee as stated in the Chain Assist Standard Operating Procedures and the Terms and Conditions of the Permit.

9.04 Safety Requirements. All Permittees must abide by the following safety requirements:

9.04.01 Safety apparel with visible permit numbers must be attached to Permittees vehicles that meets ANSI/ISEA Class 3 Type R;

9.04.02 Headlamps or lighting systems must be worn at all times during night operations;

9.04.03 Permittees must always use wheel chocks and traffic cones during operation;

9.04.04 Permittees may only operate in Department - designated chain assist zones.

9.04.05 Permittees must always display (1) name and permit number; (2) Clear price signage, and (3) Emergency contact information during operation; and

9.04.06 Only entities with active permits may operate under this section.

9.05 The Department shall not be held liable for damages or injuries caused by Permittees, including but not limited to damage, injury, or performance.

9.06 Permit Revocation or Suspension. A permit can be revoked or suspended under the following circumstances:

9.06.01 A Permittee fails to adhere to any of the safety requirements or responsibilities as outlined in this section;

9.06.02 A Permittee provides false or misleading information on a permit application;

9.06.03 A Permittee engages in safety violations or misconduct; or

9.06.04 Breach of contract or any Departmental guidelines.

9.07 Nothing in the permit program should be interpreted to require a motorist to purchase private chain or ATD installation services. Drivers may install or remove their own chains or ATDs when doing so is otherwise lawful and safe.

10.00 Penalties

10.01 Persons operating motor vehicles on any portion of the State Highway System that has the Chain Law and/or Passenger Vehicle Traction Law in effect must comply with these rules.

10.02 A person who operates a motor vehicle in violation of these rules or in violation of restrictions imposed by the Department or the State Patrol shall be subject to fines set forth in §42-4-1701, C.R.S.

10.03 An enhanced penalty will be assessed as set forth in §42-4-1701(4)(a)(I)(F), C.R.S., if the person violates these rules while operating a Commercial Motor Vehicle or where the violation causes a closure of a travel lane in one or both directions.

10.04 The enhanced penalties set forth in §42-4-1701(4)(a)(I)(F), C.R.S., shall not apply to the operator of a permitted Tow Truck or Vehicle Recovery Unit, as defined in Section 1.00 of these rules, while actively engaged in vehicle recovery operations, lane clearance, or traveling directly to or from an incident site. This penalty exception shall not extend to unpermitted vehicles, standard passenger vehicles, or light-duty pickup trucks. ~~regarding enhanced penalties shall not apply to a tow operator who is towing a motor vehicle or traveling to a site from which a motor vehicle is to be towed.~~

11.00 Declaratory Orders

11.01 The Department may entertain, at its discretion, petitions for declaratory orders pursuant to §24-4-105(11), C.R.S.

12.00 Incorporation by Reference

12.01 All referenced laws and regulations shall be available for copying for a reasonable charge or for public inspection during regular business hours from the Office of Policy and Government Relations, Colorado Department of Transportation, 2829 W. Howard Place, Denver, Colorado 80204.

12.02 The following material is incorporated by reference into these rules. Tire Chain Specifications NACM 92805 (TC), adopted by the National Association of Chain Manufacturers on September 25, 2005, and reaffirmed without change on April 12, 2015. Copies of NACM 92805 (TC) may be obtained by contacting The National Association of Chain Manufacturers by phone at ~~(248) 994-2222~~(844) 970-0789, or by writing to them at NACMoffice@nacm.info or the following address:

The National Association of Chain Manufacturers
28175 Haggerty Road
Novi, MI 48377

12.03 These rules do not include later amendments to or editions of any publications, standards, guidelines or rules incorporated by reference herein.

12.04 Copies of these rules are available online through the Colorado Secretary of State website ~~at https://www.sos.state.co.us/ccr/welcome.do~~.

Editor's Notes

History

Entire rule emer. rule eff. 11/17/2011; expired eff. 03/16/2012.

Entire rule eff. 04/14/2012.

Entire rule eff. 08/14/2019.

Entire rule emer. rule eff. 11/21/2019.

Entire rule eff. 03/16/2020.

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Executive Committee

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Transportation Commission Memorandum

To: Transportation Commission.

CC: Shoshana Lew, Executive Director, CDOT.
Herman Stockinger, Deputy Executive Director, CDOT.
Sally Chafee, Chief of Staff, CDOT.

From: Jacob Riger, Transportation Planning & Operations Division Director, DRCOG.
Alvan-Bidal Sanchez, Program Manager, DRCOG.

Date: November 10, 2026.

Subject: DRCOG 2050 Regional Transportation Plan Compliance with Greenhouse Gas Planning Standard.

Purpose

DRCOG's 2050 Regional Transportation Plan (2050 RTP) has been updated and must continue to demonstrate compliance with the state's Greenhouse Gas Transportation Planning Standard (GHG rule). DRCOG staff have concluded a stakeholder and public review period and have revised the 2026 Updated 2050 RTP and associated Greenhouse Gas Transportation Report.

Action

The Commission is being asked to accept DRCOG's GHG Transportation Report through resolution at the November 19, 2026 Transportation Commission Meeting.

Background

DRCOG's 2050 RTP sets the vision for the Denver region's multimodal transportation system and guides investment in projects and programs to achieve that vision. The 2050 RTP was originally adopted in April 2021, underwent an update in 2022 to achieve compliance with the state's Greenhouse Gas Transportation Planning Standard (GHG rule), and was amended in 2024.The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been largely carried forward into the 2026 Updated 2050 RTP.

- Freeway managed lane projects: Originally modified in 2022 and carried forward. C-470 and central Interstate 25 projects that focus on safety, operational, transit, and other multimodal aspects and associated greenhouse gas benefits.

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- DRCOG-administered funded roadway projects: Originally modified in 2022 and carried forward. Modified scope of several projects that limits road expansion components to four lanes and refocuses the projects on multimodal, safety and Complete Streets investments.
- Regional transit network: Expanded in 2026. Increased the identified bus rapid transit network to 12 corridors, now including the Havana Street/Hampden Avenue bus rapid transit corridor in the 2040-2050 staging period.
- Additional multimodal investments: Expanded in 2026. Increased active transportation project investments to $1.3 billion, including multiple Complete Streets improvements, roundabouts, and bicycle and pedestrian bridges; and expanded safety and Vision Zero improvements to $1.2 billion.

Per SB21-260 and the state GHG rule, DRCOG's 2050 RTP must comply with the rule's emission reduction levels for the DRCOG metropolitan planning organization area for the 2030, 2040, and 2050 analysis years. The rule requires DRCOG to prepare and submit a GHG Transportation Report to the Transportation Commission.

DRCOG's GHG Transportation Report documents the analysis conducted and the proposed strategies for the 2050 RTP to meet the GHG Rule's emission reduction levels and contains the following required information:

- The 2050 RTP's GHG emissions analysis (2021 adopted plan baseline and for the updated plan).
- Documentation of the specific strategies necessary to meet the required reduction levels, which have been carried forward from the 2024 Amended 2050 RTP, which were originally developed for the 2022 Updated 2050 RTP.
- Documentation of DRCOG's Focus travel model and the EPA MOVES model (used by the Colorado Department of Public Health and Environment) to determine GHG emissions).

The GHG technical analysis occurred from January through July 2026. The draft updated 2050 RTP was released for public comment on September 6. DRCOG held a public hearing as part of its Board Work Session meeting on October 7.

In response to comments received from CDOT's Environmental Programs Branch during the review period, DRCOG staff made the following revisions to the Greenhouse Gas Transportation Report:

- Adding previously included information related to the methodology for programmatic investments and tables for baseline and greenhouse gas action modeling outputs for the MPO area.
- Adding information on the progress the region has made since the establishment of the GHG rule, including the progress in implementing the Regional BRT Network and Complete Streets adoption by local governments.
- Clarifying details about the compliance framework, including strategies new to this report and those carried forward from past reports; and additional details on signal timing and bicycle and pedestrian facilities and Complete Streets retrofits assumptions.

Next Steps

The DRCOG Transportation Advisory Committee and Regional Transportation Committee have both unanimously recommended approval of the 2050 Regional Transportation Plan and associated Air Quality Conformity Determination and Greenhouse Gas Transportation Report documents.

The DRCOG Board is anticipated to act on the draft updated 2050 Regional Transportation Plan at its November 18 meeting.

Attachments

B – DRCOG 2050 Regional Transportation Plan Greenhouse Gas Transportation Report.

C – APCD Letter of Verification.

Transportation greenhouse gas report

Appendix I

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Executive summary

The Colorado Department of Transportation's Regulation Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22, known as the Greenhouse Gas Transportation Planning Standard), adopted in December 2021, requires the Denver region to reduce surface transportation greenhouse gas emissions through the transportation planning process. Through impactful changes to the 2050 Metro Vision Regional Transportation Plan since its original adoption in April 2021, the Denver region meets the rule's greenhouse gas emission reduction requirements for all staging years defined by the rule.

The regulation (2 CCR 601-22, Section 8.02.6) establishes greenhouse gas emission reduction levels from an established baseline for four analysis years: 2025, 2030, 2040 and 2050. As 2025 has passed, results are no longer shown for that analysis year. For the Denver region, baseline greenhouse gas values are established based on the defined transportation investments and planning assumptions identified in the Regional Transportation Plan adopted in April 2021. The target greenhouse gas emissions are determined by subtracting the rule's greenhouse gas emission reduction levels from the total baseline emissions for each analysis year.

The purpose of this report is to document the Denver Regional Council of Governments' process for complying with Colorado's transportation greenhouse gas rule. The analysis documented in this report demonstrates that the updated Regional Transportation Plan complies with the regulation's requirements. As outlined in Table 1 on the following page, DRCOG meets or exceeds the required greenhouse gas reduction levels in each staging year, demonstrating compliance with the Greenhouse Gas Transportation Planning Standard.

Table 1: Greenhouse gas emission reduction results, million metric tons per year

Greenhouse gas reduction metric	2030	2040	2050
Regional Transportation Plan 2026 update modeling (Demographic, land use and network updates; program investments)	0.76	0.60	0.44
Off-model calculations (Active transportation, Complete Streets retrofits and signal timing)	0.07	0.05	Not applicable
Total greenhouse gas reductions	0.83	0.65	0.44
Reduction level requirement from Table 1 of the greenhouse gas rule (2 CCR 601-22, Section 8.02.6)	0.82	0.63	0.37
Reduction level achieved?	**Yes**	**Yes**	**Yes**

The demonstration is based on analysis conducted using DRCOG's UrbanSim land use model and Focus travel demand model, and the Environmental Protection Agency's Motor Vehicle Emission Simulator (or MOVES) air quality model. Greenhouse gas reductions that could not be sufficiently modeled, such as signal timing and additional multimodal corridor enhancements, were calculated off-model using methodologies defined by the Colorado Transportation Commission's Policy Directive 1610.

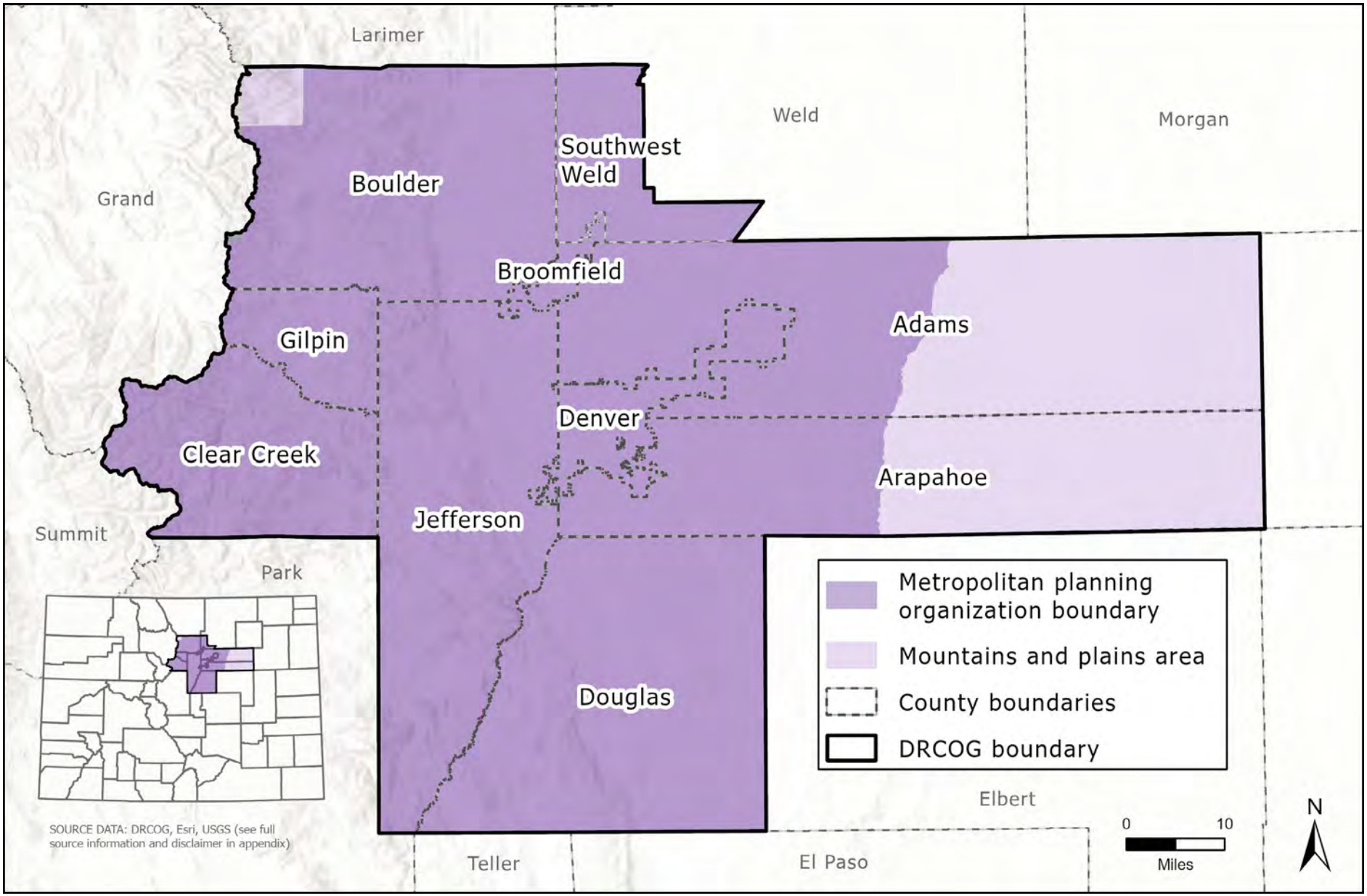
What is the Greenhouse Gas Transportation Planning Standard?

Colorado Senate Bill 21-260 (“Sustainability of the Transportation System”) was enacted in June 2021. The law directed CDOT to develop rules for the state and its five metropolitan planning organizations to reduce surface transportation greenhouse gas emissions through transportation planning processes. Emission reductions due to vehicle technology, such as fuel efficiency and zero-emission vehicles, are regulated through a separate process.

CDOT’s Regulation Governing Statewide Transportation Planning Process and Transportation Planning Regions (2 CCR 601-22), adopted December 2021, established annual reduction levels of greenhouse gas in million metric tons for four analysis years: 2025, 2030, 2040 and 2050. The rule applies to the metropolitan planning organization area within DRCOG, which includes all, or portions of, eight counties, as illustrated in Map 1 on the following page. This report presents the modeled total greenhouse gas emissions of future surface transportation associated with the 2026 update to the Regional Transportation Plan within DRCOG’s MPO area.

During the development of the Regional Transportation Plan, the DRCOG MPO boundary was expanded to include Clear Creek and Gilpin counties. However, this analysis uses the previously shared CDOT Greenhouse Gas Analysis Area developed in consultation with state partners. Future amendments or updates may use the new boundary.

Map 1: The Denver region



DRCOG's role

DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources. The Denver area is a dynamic region of 3.4 million people and 59 communities along Colorado's Front Range. The region will add 800,000 more people and 400,000 more jobs by 2050.

The DRCOG planning area includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and County of Broomfield, and southwest Weld County. As the federally designated MPO for the Denver region, DRCOG leads multimodal transportation planning activities in cooperation with CDOT, the Regional Transportation District and other stakeholders.

For more than 25 years, DRCOG has been actively involved in efforts to reduce the amount of motor fuel burned, vehicle miles traveled and associated greenhouse gas emissions. This task is challenging due to the region's growth. However, DRCOG remains strongly committed to efforts to reduce greenhouse gas emissions and has invested significant funding toward those efforts for many years.

Relevant planning efforts

DRCOG, in conjunction with its direct MPO partners CDOT and RTD, prepares and routinely updates three key planning documents:

Metro Vision

In addition to its role as an MPO, DRCOG serves as a regional planning commission under Colorado statutes. Metro Vision fulfills DRCOG's duty as a regional planning commission to make and adopt a plan for the physical development of the region. As such, it reflects the long-range vision for the Denver region, establishing a set of shared

outcomes and objectives that provide guidance and a framework for regional and local planning priorities, including the region's shared multimodal transportation planning priorities. While providing guidance and numerous example initiatives for regional and local implementation, Metro Vision acknowledges the unique characteristics and contributions of the region's 59 local governments.

To monitor progress toward Metro Vision outcomes, DRCOG staff incorporated vehicle miles traveled and greenhouse gas reduction targets, along with several other performance measures, into the plan — first in 2011 and again in the 2017 update. DRCOG continues to monitor and make progress toward these targets with strategic initiatives to achieve the shared outcome.

2050 Metro Vision Regional Transportation Plan

The Regional Transportation Plan helps DRCOG and its many partners implement the shared aspirational vision of Metro Vision by identifying specific project and program investment priorities for the region's multimodal transportation system and its operations. The Regional Transportation Plan identifies six priorities: reliability, safety, air quality, regional transit, freight and active transportation. The plan also identifies investments and regionally significant projects to be funded with "reasonably expected" future revenues over the next 25 years. The Regional Transportation Plan balances planning for an additional 800,000 residents in the region while also maintaining the current transportation system and expanding travel options.

In particular, the plan's project and program investment priorities include:

- Creating a safety program to increase the region's investments in projects to eliminate transportation fatalities and serious injuries.
- Continuing to invest in programs for community mobility planning and implementation, regional transportation operations and technology, regional air

quality, commute options, and human services transportation through DRCOG's Transportation Improvement Program.

- Investing in a regional bus rapid transit system of corridors that can leverage federal funding opportunities, attract high volumes of ridership, are ready for implementation and reflect regional geographic equity considerations.
- Continuing to implement DRCOG's Active Transportation Plan through a program to further develop the region's high-comfort active transportation corridors, eliminate gaps, and invest in pedestrian focus areas and short-trip opportunity zones.

DRCOG staff used these priorities, along with the agency's Regional Complete Streets Toolkit, as the foundation for the greenhouse gas emission reduction strategies described in this report.

Transportation Improvement Program

The Transportation Improvement Program is a four-year program of specific state and federally funded projects and programs to be implemented by CDOT, RTD, local governments, DRCOG and other partner agencies. The evaluation of projects selected to receive DRCOG-administered funds has always included criteria associated with the reduction of vehicle miles traveled and greenhouse gas emissions. This includes application questions on air quality reduction, improving multimodal mobility and connectivity, expanding transit, increasing safety, and reducing congestion delays.

Historically, DRCOG's funding allocations have gone toward the following project types that work toward reducing vehicle miles traveled and greenhouse gas emissions:

- Active transportation projects, including both new and upgraded facilities.
- Transit funding, including capital purchases, new and expanded service operations, bus rapid transit infrastructure, and passenger facilities.

- Grants for station area, transit-oriented development and urban center planning.
- Direct funding to support air quality improvement programs through the Regional Air Quality Council.
- Congestion management initiatives, including:
    - DRCOG's Way to Go Program.
    - Transportation demand management partnerships and non-infrastructure projects.
    - Transportation operations, traffic signal system upgrades, signal corridor retiming and intelligent transportation systems infrastructure.
    - Carpool, vanpool and Schoolpool programs.
    - One of the nation's largest Bike to Work Day events.
- Roadway operational improvement projects.

DRCOG administers a small percentage of total transportation funds used to build, operate and maintain the region's transportation system. More than 95% of funding is administered by CDOT, RTD, toll authorities and local governments.

Modeling greenhouse gas emissions

UrbanSIM model

DRCOG staff rely on a predictive model, the open source UrbanSim block model. UrbanSim is a microsimulation model designed to represent the behavior of individual agents (households, businesses and developers) and their interactions in real estate markets. UrbanSim simulates annual changes, capturing the dynamics of household moves, housing choices (renting versus owning), firm location decisions and developer

activities such as new construction or redevelopment. It incorporates land use policies, transportation plans and accessibility changes, which influence market conditions, prices and rents.

Key features of UrbanSim include:

- Agent-based modeling: Represents individual households, firms, jobs and their decisions.
- Spatial detail: Models land, blocks and real estate at fine-grained levels.
- Dynamic timeframe: Simulates annual changes, reflecting the evolving urban system and market mismatches.
- Real estate market focus: Emphasizes interactions between consumer and supplier choices and their effects on prices and vacancies.
- Discrete choice models: Uses models like multinomial logistic regression to simulate decision-making.

UrbanSim uses a dynamic, path-dependent approach, allowing it to closely mirror real-world urban development processes, including the gradual pace of housing additions and the cyclical nature of real estate markets.

Regional travel demand model

DRCOG's activity-based travel demand model, Focus, uses socioeconomic outputs from the UrbanSim model, along with numerous travel, demographic and human decision-making factors, to represent an average weekday of travel within the Denver region. The Focus model is calibrated to data obtained from regional and national travel surveys, along with several other data sources, to replicate the 15.3 million person-trips made every weekday on the regional transportation system. The model replicates the planned transportation system and land use attributes to generate trips across

travel modes and assigns applicable trips to the roadway and transit network. The Focus model is calibrated to match real-world observations of traffic volumes, transit boardings, and numerous other travel, demographic, and trip mode data metrics.

The key use of the Focus model is to forecast future travel metrics based on changes to the region's population, employment and transportation system.

MOVES emissions model

The Focus model does not calculate greenhouse gas emissions. The Environmental Protection Agency created the MOVES model to estimate transportation emissions for various pollutants from surface transportation, including greenhouse gas. To calculate greenhouse gas emissions for the DRCOG MPO area, the Colorado Department of Public Health developed and maintains region-specific inputs to the MOVES model.

Key inputs to the MOVES model to calculate greenhouse gas emissions include:

- Traffic volumes and speeds by time of day from the Focus travel model.
- Number, type and age of vehicles in the regional vehicle fleet.
- Vehicle fleet mix by roadway type.
- Meteorological conditions.
- Fuel economy of vehicles (miles per gallon).
- Increase of electric and other non-internal-combustion-engine motor vehicles.

For technical documentation, including a static travel model description and the model calibration and validation report, or to review the intergovernmental agreement regarding the execution of the MPO travel demand model and MOVES emissions model, visit DRCOG's air quality webpage. For more information on the methodology used to calculate greenhouse gas emissions using the MOVES model, review the 2025 MOVES methodolgy memo in CDOT's OnBase system.

Greenhouse gas emissions process and results

Setting the baseline

To establish the greenhouse gas emission baseline, DRCOG staff followed the guidance found in 2 CCR 601-22, Section 1.04, which defines the baseline as: "for each MPO area and for the non-MPO areas of the state, for each of the model years 2025, 2030, 2040 and 2050: the greenhouse gas emissions, in million metric tons, produced by the most recently adopted model for that area … as of the effective date of this rule."

For DRCOG, the "most recently adopted model" is the Regional Transportation Plan adopted in April 2021. As adopted, the plan identifies regionally significant transportation investments through the year 2050 along with other planning assumptions, such as demographic data, land use information, travel costs and travel time changes. The final baseline values, outlined in Table 2, were derived from running the most current version of the UrbanSim, Focus and MOVES models with the network and land use planning assumptions as adopted in April 2021 for the Regional Transportation Plan.

Table 2: DRCOG greenhouse gas baseline by analysis year, million metric tons per year

Description	2030	2040	2050
Greenhouse gas baseline (Regional Transportation Plan adopted April 2021)	10.17	6.58	4.62

The baseline emissions model run for 2026 included updates to land use assumptions, an updated emissions database from the state's Air Pollution Control Division and an update to the DRCOG Focus model from the 2024 model run. The large decrease in baseline greenhouse gas emissions over time is due to CDOT's estimates for large increases in the share of electric vehicles in the overall fleet. The model updates also resulted in lower emissions baselines for each of the horizon years included in Table 2.

Modeling the 2026 update to the Regional Transportation Plan

To comply with the greenhouse gas rule and reduce future surface transportation greenhouse gas emissions, DRCOG committed to meaningful changes to planned regionally significant transportation projects, analyzed the effects of program investments, and updated land use and travel parameters in light of recent data.

Demographic assumptions

DRCOG staff collaborate with the Colorado State Demography Office and local jurisdictions to take county-level growth projections and allocate them across more than 50,000 census blocks, using a predictive model that simulates household and employment location choices while accounting for real estate market dynamics and natural and regulatory constraints. By 2050, the Denver region is projected to reach 4.1 million people, 1.8 million households and 2.8 million jobs — growth of 24%, 29% and 23%, respectively, from 2023. While regional and state growth rates continue to surpass national trends, the pace of growth is slowing significantly compared to the prior 30 years. From 1990 to 2023, the region's population grew 82%, households grew 83%, and jobs grew 98%. The slowdown is driven by lower birth rates, an aging population and slowing net migration. The 65-plus age group will see the largest proportional increase (66%), driving up retirement rates and increasing the need for growth in the number of households to sustain the labor force. For more information on demographic assumptions, refer to Appendix C.

Land use assumptions

DRCOG staff compile point-level housing data from a variety of local and proprietary sources. When the Regional Transportation Plan was adopted in 2021, the most recent observation available was 2018. The same date applied to point-level employment data licensed from the Colorado Department of Labor and Employment, which was processed and cleaned by DRCOG staff. Staff use this data as a supplementary UrbanSim model input applied during the scheduled development step. Staff incorporated housing and employment data through 2020, along with preliminary data from proprietary housing datasets, to update the observations into 2022. Staff also incorporated insights from the same proprietary housing datasets to include anticipated housing construction through 2032. To accommodate observations of more multifamily housing in denser locations and counties, DRCOG staff had to make several adjustments to the previous county forecasts. For more information on land use assumptions, refer to Appendix C.

Transportation network assumptions

To originally comply with the greenhouse gas rule and reduce future surface transportation greenhouse gas emissions, DRCOG committed to meaningful changes to planned regionally significant projects. The changes discussed on the following pages remain reflected in the 2026 update to the Regional Transportation Plan, in addition to further multimodal investments.

- Freeway managed lane projects: Originally modified in 2022 and carried forward. Modified C-470 and central Interstate 25 projects to focus on safety, operational, transit, and other multimodal aspects and associated greenhouse gas benefits; redirected or financed CDOT funds to advance bus rapid transit corridors and fund additional regional multimodal program investments.

- DRCOG-administered funded roadway projects: Originally modified in 2022 and carried forward. Modified the scope of several projects to limit road expansion components to four lanes and refocus the projects on multimodal, safety and Complete Streets investments.
- Regional transit network: Expanded the identified bus rapid transit network in 2026 to include the Havana Street/Hampden Avenue bus rapid transit corridor in the 2040-2050 staging period. The bus rapid transit network still includes Colfax Avenue, East Colfax Avenue Extension, State Highway 119, Federal Boulevard, Colorado Boulevard, Broadway and Lincoln Street, 38th Avenue and Park Avenue, Alameda Avenue, State Highway 119 Extension, North I-25, and the Speer Boulevard/Leetsdale Drive/Parker Road bus rapid transit corridors.
- Additional multimodal investments: Expanded active transportation project investments in 2026 to $1.3 billion, including multiple Complete Streets improvements, roundabouts, and bicycle and pedestrian bridges; and expanded safety and Vision Zero improvements to $1.2 billion.

Representation of adopted Regional Transportation Plan program funding

As developed for the 2026 update, DRCOG's fiscally constrained Regional Transportation Plan contains more than $16 billion in funding for regional programs, a combination of historical programs and expanded multimodal investments. The investments are listed as lump sums across various programs, and individual projects are not yet identified within the programs. Program funding categories include transit investments, active transportation, safety and Vision Zero, transportation demand management, and intelligent transportation investments, all of which are key strategic investments to improve the region's multimodal transportation system, improve air quality and reduce greenhouse gas emissions.

DRCOG staff evaluated the Regional Transportation Plan program funding, which had not yet been reflected in the travel model, and determined there was approximately $2.3 billion worth of investments associated with greenhouse gas emission reductions. To reflect these investments in the travel model, DRCOG staff carried forward the method originally developed in coordination with CDOT and North Front Range Metropolitan Planning Organization travel modelers.

Table 3: Greenhouse gas emission results, million metric tons per year

Description	2030	2040	2050
Greenhouse gas baseline (Regional Transportation Plan adopted April 2021)	10.17	6.58	4.62
Regional Transportation Plan 2026 update	9.41	5.98	4.18
Greenhouse gas reduction from modeling for the 2026 update to the Regional Transportation Plan	**0.76**	**0.60**	**0.44**

Methodology

DRCOG staff evaluated the categorical and programmatic Regional Transportation Plan funding and estimated the approximate percentage of total funds in each pool associated with additional projects and investments not yet reflected in the travel model. The results are detailed in Table 4.

Table 4: Regional Transportation Plan investment categories with potential greenhouse gas reductions

Investment category	2025-2029 funds	2030-2039 funds	2040-2050 funds	Total funds
Regional transit	$0	$526 million	$102 million	**$628 million**
Regional bus rapid transit ancillary improvements	$618 million	$796 million	$151 million	**$1.6 billion**
Active transportation	$207 million	$634 million	$420 million	**$1.3 billion**
Multimodal components of DRCOG-funded widening projects	$442 million	$1.4 billion	$535 million	**$2.4 billion**
Multimodal components of CDOT-funded widening projects	$868 million	$1.8 billion	$742 million	**$3.5 billion**
DRCOG Transportation Demand Management Set-Aside	$17 million	$34 million	$34 million	**$85 million**
Total	**$2.2 billion**	**$5.2 billion**	**$2 billion**	**$9.4 billion**

Staff estimated the percentage of the total funds by category by evaluating historical and intended uses of funding for infrastructure and services with the potential to reduce greenhouse gas emissions. The intention was to determine funding or enhancements in the use of funds that were not reflected in the previous model. The results are detailed in Table 5.

Staff used the resulting estimates, along with an estimated cost per unit to approximate the quantity of infrastructure (such as new multiuse paths) or service levels (such as increased transit service), to be mimicked in the travel model.

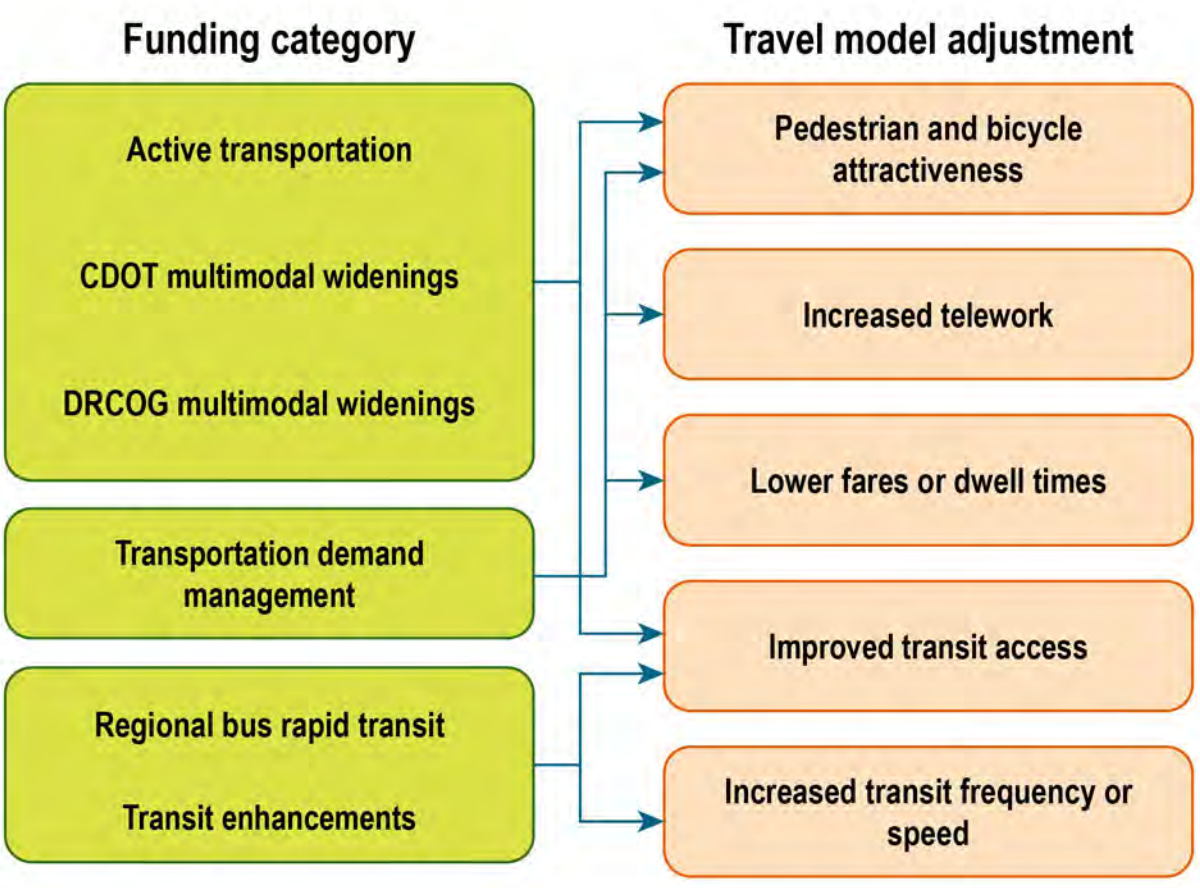
Table 5: Regional Transportation Plan investments associated with additional greenhouse gas reduction

Estimated percent of category	2021-2030 funds	2031-2040 funds	2041-2050 funds	Total funds
90% of regional transit	$0	$473 million	$92 million	**$565 million**
5% of regional bus rapid transit ancillary improvements	$31 million	$40 million	$8 million	**$80 million**
100% of active transportation	$207 million	$634 million	$420 million	**$1.3 billion**
10% of DRCOG multimodal widenings	$44 million	$140 million	$53 million	**$240 million**
5% of CDOT multimodal widenings	$43 million	$90 million	$37 million	**$175 million**
10% of Transportation Demand Management Set-Aside	$1.7 million	$3.4 million	$3.4 million	**$8.5 million**
Total	**$327 million**	**$1.4 billion**	**$613 million**	**$2.3 billion**

Next, DRCOG staff evaluated how to represent the pools of funds in the Focus travel model. Staff leaned heavily on the methodologies used during a scenario planning exercise from early 2020, as well as methodologies used by CDOT in defining the greenhouse gas targets. DRCOG staff linked each funding category with the types of model factors that could be adjusted based on the intended use of the funds.

Figure 1 illustrates how the Regional Transportation Plan funding pools are associated with various adjustments in the model.

Figure 1: Model adjustments associated with funding pools



For funding pools that are associated with multiple types of model adjustments, staff divided the total funds evenly between model adjustment categories. The total funding available by model adjustment category, broken down by staging year, is detailed in Table 6.

Table 6: Total funding available by model category

Model adjustment	2021-2030 funds	2031-2040 funds	2041-2050 funds	Total funds
Pedestrian and bicycle attractiveness	$148 million	$433 million	$256 million	**$837 million**
Increased telework	$567,000	$1.1 million	$1.1 million	**$2.8 million**
Lower fares or reduced dwell times	$567,000	$1.1 million	$1.1 million	**$2.8 million**
Improved transit access	$163 million	$689 million	$305 million	**$1.2 billion**
Increased transit frequency and speed	$16 million	$257 million	$50 million	**$322 million**
Total	**$327 million**	**$1.4 billion**	**$613 million**	**$2.3 billion**

DRCOG staff then estimated the level of adjustment to each model component based on the funding available, scaled in proportion to the methodologies used in CDOT's cost/benefit document developed in relation to the state's greenhouse gas rulemaking.

Model adjustments

The model adjustments, reasoning and funding summaries that support the adjustments are documented in the following section. DRCOG staff will continue to conduct research and monitor travel trends to ensure the model adjustments reflect real world conditions in the future.

Increased telework

Multiple factors influence work location choice and work commutes. Previously, DRCOG modeled 20% of workers working at home on a given day. Based on current conditions, staff believe 20% is now an underestimate. An increase to 25% is warranted because of pandemic-prompted changes to work location in the region, along with increased efforts in travel demand management programs.

"Work at home" encompasses not just office workers working remotely, but also part-time and self-employed workers, small businesses, home offices, flexible and hybrid working schedules, and people who work alternative schedules such as three 12-hour shifts a week. It is also important to note that people who work from home may still take trips during the day, whether for personal or work-related reasons.

Following the pandemic, there has been an increase in businesses, schools, agencies or other communities moving to a four-day compressed workweek model. Before the pandemic, observed data demonstrated a significant increase in people working from home in the Denver region. Post-pandemic, DRCOG staff continue to observe elevated levels of remote working or working at home some days of the week.

Table 7: Model adjustments associated with increased telework

Adjustment	2030	2040	2050
Work-at-home rate for workers	25%	25%	25%

Pedestrian and bicycle attractiveness

Increase sidewalk density

One of many factors correlated with the attractiveness of active transportation modes is sidewalk density. Before running the travel model, DRCOG staff assigned each transportation analysis zone a sidewalk density value based on the quantity of sidewalks and shared-use paths within the zone, divided by the area. Sidewalk density is one factor that represents the ease and comfort of active transportation modes in specific geographic areas.

To reflect the funds dedicated to active transportation infrastructure in each staging period, staff incrementally increased the sidewalk density values for urban and suburban area types over the life of the plan.

The increased values do not represent an absolute increase in sidewalks, but rather an effective increase in density from select, strategic projects that focus on key gaps and missing links. Through planimetric data and data shared by local governments, staff can optimize the addition of new sidewalk mileage to create more complete, connected networks. The value increases over the staging period because these infrastructure investments are additive over the years.

Increase walking and bicycle operating speeds

When DRCOG staff assign walk or bike modes in the model, they assign an operational travel speed that reflects the average speed for the trip — including, for example, wait time at intersections. Walk speeds were previously set at 3 miles per hour and bike speeds at 8 miles per hour.

DRCOG staff increased walk and bicycle speeds incrementally in future staging years, as outlined in Table 8. The increase in walk and bike speeds represents the electrification of active modes through the adoption of e-bikes and e-scooters. Not only

does electrification increase the speed of active modes, but it may make the mode more attractive.

The speed increase also represents additional priority for active modes through legislation and infrastructure, such as:

- Right of way and priority signal treatments for cyclists.
- Legal permissions for traversing intersections.
- Improved sidewalk conditions.
- Completion of new key connections.
- Perception of faster travel time when a walking journey is comfortable and on a well-connected network.

Modify person-specific negative attractiveness factors for bike and pedestrian mode choice

In both real life and in the model, an individual's propensity to walk or bike is influenced by their age and gender. Based on travel survey data from 2010, DRCOG staff calibrated the model to make walking and bicycling less attractive for women and older adults to reflect the observed data.

However, enhancements to the region's active transportation system, observed cultural changes and electrification trends that provide additional mobility to older adults prompted DRCOG staff to remove the negative factors applied to individuals in the model based on gender and to adjust the age at which negative factors are applied to older adults. Staff believe that enhanced multimodal facilities will reduce some barriers to cycling for older adults and women.

Examples of enhancements that might affect the attractiveness of biking and walking include lighting on paths, safe crossings with appropriate time to cross, all new paths

having appropriate widths and added space at potential conflict points. DRCOG staff also know local governments are working to build bike facilities based on comfort for all ages and abilities and targeting key connections to make complete, high-comfort routes.

In addition, research demonstrates the perception of increased safety in numbers. For example, knowing other cyclists and walkers will be on a path can help some users feel safer. Similarly, knowing drivers are used to seeing cyclists can boost comfort and offer a sense of safety.

Table 8: Model adjustments associated with bicycle and pedestrian attractiveness

Adjustment	2030	2040	2050
Increase sidewalk density	8%	16%	25%
Increase walk operating speeds	4 miles per hour	5 miles per hour	5 miles per hour
Increase bicycle operating speeds	11 miles per hour	12 miles per hour	12 miles per hour

Transit

Reduce transit fares

In the travel model, the cost of a trip influences people's mode choice, as it does in real life. In the model, the cost of a transit fare is a single value that represents RTD's complex real-world pricing system, which includes EcoPasses, free and discounted fares, monthly passes, fare zones and more.

DRCOG staff reduced the transit cost value by 20% for all staging years. This does not suggest there will be a blanket 20% reduction in fares; rather, it reflects the perception of lower fares among users through programmatic investments and strategic partnerships, including:

- Transportation demand management efforts that will allow more people in the region to use transit for free or at a reduced cost through commuter benefits like EcoPass and other programs.
- Ongoing efforts to increase eligibility for discounted fares.
- RTD's simplified fare structure, which reduced fares for some trips and psychologically lowered the cost for users by reducing confusion.
- RTD's ongoing Zero Fare for Youth initiative, which provides rides at no cost for people ages 19 and under.

Reduce transit dwell time

In the travel model, staff assign a dwell time to transit buses based on the type of route. To reflect some of the ancillary benefits of enhanced transit investments, staff reduced the overall dwell time by 20%.

This change reflects investments that enhance the travel-time competitiveness of transit, primarily through streamlined payment and faster boardings. It also reflects

investment in transit signal priority equipment, which allows a bus to travel through an intersection before or after a stop or more quickly re-enter the flow of traffic.

Reduce headways

The frequency of each transit route is included in the model. The time between buses or trains at a particular stop is considered the headway. The 5% decrease in headway for all staging years reflects an increase in vehicle revenue miles across the region. Because these model adjustments represent programmatic investments, DRCOG staff cannot model specific route changes, which are adaptable based on the region's future needs.

Cap waiting time for longer headway routes

In the travel model, DRCOG staff assign travelers a wait time equal to half of the transit route's headway for that time period. For all routes, staff capped the total wait time at 15 minutes. Previously, the model assumed some people would arrive 30 minutes before their bus arrived. This significantly increased the travel time for some transit trips and did not reflect how most people use transit for long-headway routes.

The adjustment reflects how smartphones and real-time transit service information, such as bus tracking, have changed how people plan transit trips to reduce wait time.

Reduce transit walk access time

The model includes information on how people get to transit. For trips where people access transit though active transportation modes, staff removed the access time penalties.

The adjustment reflects the significant investment being made in active transportation access across the region and DRCOG's prioritization of pedestrian projects near transit. More direct walking routes and pedestrian infrastructure improvements increase the ease of accessing transit.

Increase speed on transit walk links

The pedestrian links that have a distinct connection to transit have a defined user travel speed in the model. DRCOG staff doubled the speed for these short links to reflect investments in active transportation and the pedestrian environment near transit, including elements like sidewalks, lighting and more.

More comfortable and direct infrastructure, such as a pedestrian bridge over a high-volume roadway, allows people to travel faster and has a psychological impact on how people experience the length of a journey.

Table 9: Model adjustments associated with transit

Adjustment	2030	2040	2050
Reduce fares	20%	20%	20%
Reduce dwell time	20%	20%	20%
Reduce headways	5%	5%	5%
Cap waiting time	15 minutes	15 minutes	15 minutes
Reduce transit walk access time	Remove penalties	Remove penalties	Remove penalties
Increase speed on transit walk links	100%	100%	100%

Table 10: Baseline and greenhouse gas action socioeconomic modeling outputs for the MPO area

Category	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Population	3,537,409	3,542,018	3,871,672	3,871,504	4,081,250	4,088,233
Households	1,470,918	1,472,591	1,624,243	1,624,600	1,734,100	1,736,949
Employment	2,397,503	2,397,298	2,604,475	2,604,571	2,741,399	2,741,541

Table 11: Baseline and greenhouse gas action vehicle and transit modeling outputs for the MPO area on a typical weekday

Category	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Vehicle miles traveled	92,279,241	86,221,965	102,395,800	94,295,419	109,958,621	100,669,791
Vehicle miles traveled per capita	26.09	24.34	26.45	24.36	26.94	24.62
Person-miles traveled	124,576,976	116,399,653	138,234,330	127,298,816	148,444,138	135,904,218
Person-miles traveled per capita	35.22	32.86	35.70	32.88	36.37	33.24

Table 11: Baseline and greenhouse gas action vehicle and transit modeling outputs for the MPO area on a typical weekday (continued)

Category	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Average vehicle speed (miles per hour)	35.75	36.99	35.15	36.87	34.58	36.41
Average vehicle trip length (miles)	9.05	9.22	9.16	9.51	9.28	9.62
Vehicle hours traveled	2,581,353	2,331,161	2,913,094	2,557,308	3,179,876	2,765,121
Vehicle hours delay	451,413	359,579	551,115	411,206	649,680	477,297
Transit boardings	297,625	288,626	348,384	329,140	384,810	362,499

Table 12: Baseline and greenhouse gas action trip mode share modeling outputs for the MPO area

Mode	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Single-occupancy vehicle	8,426,320	7,694,384	9,286,980	8,231,735	9,883,067	8,726,948
Shared ride	5,344,643	4,926,108	5,811,942	5,161,046	6,107,956	5,403,999
School bus	203,702	176,602	214,069	175,674	225,167	182,593
Bicycle	421,481	556,530	456,453	556,149	472,876	590,877
Walking	1,621,483	2,362,794	1,757,123	3,091,822	1,826,605	3,303,388
Transit	201,032	218,446	233,974	258,405	258,264	283,851
Total daily trips	**16,218,661**	**15,934,864**	**17,760,541**	**17,474,831**	**18,773,935**	**18,491,656**

Table 13: Baseline and greenhouse gas action lane miles modeling outputs for the MPO area

Roadway type	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Freeway (CDOT)	1,490	1,490	1,490	1,490	1,490	1,490
Tollway (E-470 and Northwest Parkway)	354	289	375	400	375	400
Freeway (express lanes)	164	161	251	229	262	229
Expressway	485	481	490	487	490	489
Principal arterial	4,424	4,397	4,701	4,695	4,795	4,846
Minor arterial	2,678	2,683	2,790	2,793	2,813	2,821
Collector or local road	4,782	4,784	4,814	4,817	4,818	4,820
Ramp	319	318	319	320	319	321
Ramp (freeway-to-freeway)	78	82	82	82	82	82
Centroid connectors	3,585	3,587	3,585	3,586	3,585	3,586
Total lane miles	**18,359**	**18,272**	**18,897**	**18,899**	**19,029**	**19,029**

Table 14: Baseline and greenhouse gas action vehicle miles traveled modeling outputs for the MPO area

Roadway type	2030 baseline	2030 action	2040 baseline	2040 action	2050 baseline	2050 action
Freeway (CDOT)	30,987,411	29,896,534	32,860,693	31,512,976	34,551,862	32,956,496
Tollway (E-470 and Northwest Parkway)	2,660,936	2,397,672	3,288,430	2,989,509	3,898,304	3,506,748
Freeway (express lanes)	1,114,973	942,269	2,181,402	1,938,791	2,831,543	2,349,686
Expressway	5,371,123	5,081,870	5,863,365	5,439,366	6,163,064	5,710,983
Principal arterial	28,856,545	26,770,785	32,081,685	29,318,632	34,309,716	31,317,192
Minor arterial	9,085,249	8,182,868	10,155,129	8,951,584	10,988,766	9,639,846
Collector or local road	5,394,717	4,787,266	6,213,042	5,318,558	6,811,830	5,814,411
Ramp	2,353,412	2,171,906	2,575,039	2,340,932	2,708,836	2,464,666
Ramp (freeway-to-freeway)	920,253	889,785	978,366	918,874	1,033,574	963,527
Centroid connectors	5,534,621	5,101,009	6,198,649	5,566,196	6,661,126	5,946,238
Total lane miles	**92,279,240**	**86,221,964**	**102,395,800**	**94,295,418**	**109,958,621**	**100,669,793**

Additional program investments

Investments in DRCOG's Regional Transportation Plan have always included projects and programs. The previous section highlights ways DRCOG staff have attempted to capture program and multimodal investments in the travel model. However, there are multiple instances in which a project in the Regional Transportation Plan cannot be accurately reflected in the travel model. The following section highlights investments in the plan that are not considered mitigation measures, as they are part of the plan's investment mix and provide greenhouse gas emission reduction benefits, but use methods described in Policy Directive 1610 to calculate the anticipated emission reduction benefits. DRCOG staff carried forward the strategy originally developed with CDOT that reallocated $900 million in the Regional Transportation Plan's fiscally constrained financial plan toward additional program investments to help meet the greenhouse gas reduction levels.

Signal timing

Since 1989, DRCOG has worked with CDOT and local governments to coordinate traffic signals across jurisdictional boundaries on major roadways in the region. DRCOG has a proven record and the resources to continue to reduce traffic congestion and improve air quality through signal timing coordination support.

The 2026 update to the Regional Transportation Plan continues investments in the Regional Traffic Operations Program above the baseline to retime and optimize an additional 50 signals per year. Survey results show agencies retimed and optimized 300 signals in 2025. DRCOG staff estimate that the same number of signal retimings will be completed in 2026. The Regional Traffic Operations Program works above that baseline to retime and optimize an additional 50 signals on average per year. Additionally, a growing number of signals are operating in adaptive and responsive mode, meaning the intersections are continually optimizing operations. Currently, there are 130 intersections in the region contributing to overall signal optimization.

DRCOG staff made calculations for greenhouse gas emission reductions associated with this effort using the method described in Policy Directive 1610. Greenhouse gas emission reductions are calculated per 10,000 average annual daily traffic per signal optimized within five years prior to the evaluation year. The emission reduction value declines over time due to the increase of electric vehicles in the fleet, and the calculations include an induced demand factor. The investment assumes 250 signals (50 per year) optimized during the five years preceding the analysis year and with an average annual daily vehicle volume per signal of 45,000.

Table 15: Greenhouse gas reduction calculation for signal timing

Traffic operations	2030 signals	2030 reduction (tons)	2040 signals	2040 reduction (tons)
Retime/optimize arterial signals	250	56,250	250	37,125

Bicycle and pedestrian facilities and Complete Streets retrofits

DRCOG staff analyzed the agency's Active Transportation Plan, most recently updated in 2026, in terms of the plan's envisioned regional network buildout, including both the regional active transportation network and proposed on-street facilities. DRCOG staff also reviewed the agency's Complete Streets Toolkit and deployed its Complete Streets geographic information system prioritization tool developed under guidance from the federal Bipartisan Infrastructure Law to estimate the potential for Complete Streets retrofits throughout the region for each analysis year. Using Policy Directive 1610's methodology, staff multiplied the mileage associated with each investment by a factor to estimate the total points for each category.

Table 16: Greenhouse gas reduction calculation for bicycle and pedestrian facilities and Complete Streets retrofits

Area	Project type	2030 miles	2030 reduction (tons)	2040 total miles	2040 new miles	2040 reduction (tons)
Urban/ core urban	Bike lane/facility	65	1,870	140	75	2,420
	Sidewalk/pedestrian facility	95	1,528	170	75	1,423
	Shared-use path	15	998	35	20	1,440
	"Complete Streets" reconstruction	61	4,866	89	28	4,118
Suburban	Bike lane/facility	100	600	170	70	540
	Sidewalk/pedestrian facility	150	188	250	100	313
	Shared-use path	40	440	75	35	252
	"Complete Streets" reconstruction	90	2,400	154	64	1,588

Table 16: Greenhouse gas reduction calculation for bicycle and pedestrian facilities and Complete Streets retrofits (continued)

Area	Project type	2030 miles	2030 reduction (tons)	2040 total miles	2040 new miles	2040 reduction (tons)
Rural	Bike lane/facility	10	10	25	15	30
	Sidewalk/pedestrian facility	10	13	23	13	29
	Shared-use path	10	30	20	10	30
Total		**646**	**12,941**	**1,151**	**505**	**12,454**

Table 17: Total emission reductions from off-model calculations, million metric tons per year

Emission reductions origin	2030	2040	2050
Greenhouse gas emission reductions from signal timing	0.06	0.04	Not applicable
Greenhouse gas emission reductions from bicycle and pedestrian facilities and Complete Streets retrofits	0.01	0.01	Not applicable
Greenhouse gas reduction from off-model calculations	**0.07**	**0.05**	**Not applicable**

Progress made since 2022

Regional Bus Rapid Transit Partnership

In 2023, DRCOG and partner agencies formed the Regional Bus Rapid Transit Partnership to cooperatively plan, develop and implement multiple bus rapid transit corridors within the metro Denver area. The regional partnership is a unique voluntary collaboration of multiple agencies working together to implement various corridors at various planning and project development stages. The regional partnership's guiding principles are:

- Developing and implementing the regional bus rapid transit network is more than a single agency can lead or undertake alone.
- Different agencies may lead various individual bus rapid transit corridor planning and project development efforts, though all agencies will have the opportunity to participate.
- Regional bus rapid transit network implementation will also require a multiagency funding partnership of federal, state, local and other funding sources.

There are 12 designated bus rapid transit corridors in the updated 2050 Regional Transportation Plan. Two corridors are under construction (East Colfax and Colorado Highway 119), and two more (Federal Boulevard and Colorado Boulevard) are in development under the federal National Environmental Policy Act being led by the Colorado Department of Transportation. Additionally, in 2024, DRCOG completed a corridor vision study for the Alameda bus rapid transit corridor. DRCOG is completing a federally compliant alternatives analysis study for the East Colfax Extension bus rapid transit project in partnership with the City of Aurora and kicking off a study for the Speer Boulevard, Leetsdale Drive and Parker Road corridor. Finally, DRCOG won an almost

$1 million Innovative Finance and Asset Concession grant from the Unites States Department of Transportation to develop strategies to accelerate the implementation of the “next five” bus rapid transit corridors in the Regional Transportation Plan. The effort began in early 2026 and is anticipated for completion by mid-2027.

Complete Streets standards

DRCOG adopted a Regional Complete Streets Toolkit in 2021 and subsequently developed an interactive Complete Streets webmap and geographic information system-based location prioritization tool. In 2024, DRCOG staff began informally inventorying local governments’ efforts to develop, adopt and apply local Complete Streets standards.

- In late 2023, the City of Lafayette adopted its Multimodal Transportation Plan, which included several elements of DRCOG’s Regional Complete Streets Toolkit relating to street typology and design.
- In its informal inventory, DRCOG staff found that several jurisdictions have adopted Complete Streets plans or policies in the last few years, and over time have conducted Complete Streets-related planning or project activities.
- The City of Englewood has multiple Complete Streets projects underway.
- The City of Boulder and City of Edgewater have plans that call out the need to develop a street design guide or Complete Streets approach.
- The City of Littleton has a Safer Streets program, though it is not specifically a Complete Streets program.

- The City of Lakewood in 2024 adopted Lakewood Moves, which includes specific guidance that “Lakewood will continue to work towards the full implementation of a Complete Streets system.”
- Adams County is in the process of updating its functional classifications and standard roadway cross sections.

DRCOG learned that a “state of the practice” report would be helpful to local government staff and have begun researching what this report should include and plan to complete it in early 2027. Accordingly, DRCOG staff will continue to work with local governments over time to track not just the status of adopting Complete Streets standards, but their application to multimodal project design and implementation.

Local government outreach

DRCOG staff maintain relationships with local government planners to understand, anticipate and coordinate local and regional growth priorities. Staff routinely engage with local government staff as part of the agency’s transportation planning, program and project-based work. Highlights of the most recent engagement include:

- Advanced six projects through procurement and contracting for the Livable Centers Small-Area Planning Set-Aside, which focused on increasing housing, promoting mixed-use transit-oriented development and implementing Complete Streets.
- Initiated several Innovative Mobility Set-Aside projects with local government partners related to the mitigation measures, including two shared micromobility-related studies, one focused on mobility hubs.
- Engaged local governments and stakeholders in developing the Regional Housing Strategy (Housing-Transportation Coordination Plan) through focus groups, interviews and participation in a steering committee and advisory group. The

strategy promotes residential density, particularly in infill and transit-served areas. By prioritizing infill, co-locating housing and jobs, and improving location efficiency, the strategy promotes compact, walkable communities that reduce vehicle miles traveled, lower emissions, support transit-accessible housing and encourage efficient infrastructure use.

- Completed, initiated and continued several studies under the agency's new Corridor Planning Program and Community-Based Planning Program, including the Colfax BRT Next project in Aurora, which began in October 2024.

Cumulatively, DRCOG staff have undertaken multiple initiatives to implement the multimodal transportation investment priorities in the Regional Transportation Plan to assist in complying with the intent and the reduction targets of the transportation greenhouse gas rule.

Conclusion

DRCOG meets or exceeds the required greenhouse gas reduction levels in each staging year, demonstrating compliance with the Greenhouse Gas Transportation Planning Standard.

Emissions test results

Table 18 on the following page details the modeling results for the 2026 update to the Regional Transportation Plan with the greenhouse gas emission reductions from the baseline. Only in 2050 do the modeling results meet the greenhouse gas reduction levels on their own. Because the modeling of the 2026 update to the Regional Transportation Plan did not achieve the rule's reduction levels, DRCOG incorporated additional transportation investments evaluated using off-model calculations to achieve further emission reductions.

Table 18: Greenhouse gas emission results, million metric tons per year

Greenhouse gas reduction metric	2030	2040	2050
Regional Transportation Plan 2026 update modeling (Demographic, land use and network updates; program investments)	0.76	0.60	0.44
Off-model calculations (Active transportation, Complete Streets retrofits and signal timing)	0.07	0.05	Not applicable
Total greenhouse gas reductions	0.83	0.65	0.44
Reduction level requirement from Table 1 of the greenhouse gas rule (2 CCR 601-22, Section 8.02.6)	0.82	0.63	0.37
Reduction level achieved?	**Yes**	**Yes**	**Yes**

To review changes in regionwide travel measures between 2023 and 2050 using forecasts from DRCOG's Focus transportation model, refer to Appendix G.

COLORADO

Air Pollution Control Division

Department of Public Health & Environment

October 15, 2026

Subject: Greenhouse Gas (GHG) Transportation Report for the Colorado Department of Transportation (CDOT) as required by the Colorado Greenhouse Gas Pollution Reduction Planning Rule

Per 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, the Colorado Department of Public Health and Environment (CDPHE), Air Pollution Control Division (Division), is respectfully submitting our verification of the Transportation Greenhouse Gas Report associated with the 2050 Regional Transportation Plan 2024 Amendment.

Douglas, thank you for the opportunity for CDPHE to review and verify the Denver Regional Council of Governments Greenhouse Gas Report.

Based on the analysis of the report, supporting datasets, and information provided, we can verify that the report and data inputs address the requirements of the Colorado Greenhouse Gas Pollution Reduction Planning Rule. The submitted package describes the baseline and compliance transportation demand modeling (TDM) runs and how with additional mitigation projects they meet the Rule requirements. The submitted package describes how the TDM model was deployed and how emissions were calculated. The Division finds the outputs and calculations to be mathematically correct.

The Division would also like to thank Dale Wells, Megan Carroll, Cody Johnston and Mary George from the Division who performed the verification analysis.

Sincerely,

Michael Ogletree

Director, Air Pollution Control Division Colorado Department of Public Health and Environment

CC{ Christopher Laplante, CDOT Elizabeth Rollins, CDOT, Erik Sabina, CDOT Scott Ramming, CDOT Sabrina Williams, CDOT Dale Wells, APCD Kevin Briggs, APCD Erick Mattson, APCD

Original correspondence below

Dear Mr. Ogletree,

On behalf of the Denver Regional Council of Governments, I am pleased to transmit to you the Greenhouse Gas Transportation Report, and technical appendices, associated with DRCOG's 2050 Regional Transportation Plan 2026 Update.

In accordance with 2 CCR 601-22, Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions, DRCOG is required to submit this document and associated technical information to the Air Pollution Control Division for review at least forty-five days prior to DRCOG Board adoption. The DRCOG Board is scheduled to consider adoption at its November 18, 2026 meeting.

Please send your written verification to DRCOG and the Colorado Transportation Commission no later than October 15, 2026.

If you have any questions, please contact me at 303-480-6721 or drex@drcog.org.

Thank you,

Douglas W. Rex, Executive Director

Denver Regional Council of Governments

Cc: Darius Pakbaz, CDOT; Christopher Laplante, CDOT; Clay Clarke, APCD

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Darius Pakbaz - Director of Transportation Development, Chris Laplante – Air Quality and Climate Section Manage, Libba Rollins - GHG Specialist, Taylor Bartlett - GHG Specialist

Date: November 19, 2026

Subject: CDOT Staff Recommendation – DRCOG GHG Transportation Report for the updated 2050 RTP

Purpose

This memo provides an overview of the compliance strategy for DRCOG to meet the GHG Transportation Planning Standard for their updated 2050 RTP.

Action

Staff are recommending acceptance of the DRCOG GHG Transportation report through resolution at the November 19, 2026 Transportation Commission Meeting.

Background

CDOT staff have been working collaboratively with DRCOG since the adoption of the GHG Transportation Planning Standard to support compliance. CDOT has reviewed DRCOG's GHG Transportation Report, "Transportation Greenhouse Gas Report Appendix I", and makes the following observations:

- DRCOG's updated travel demand model meets or exceeds all standards in the Modeling Requirements to Estimate Greenhouse Gas Emissions guidance memo approved by the Statewide Modeling Coordination Group (SMCG).
- DRCOG's report presents a variety of analysis describing the results of DRCOG's model runs for the years 2030, 2040, and 2050, resulting from both the baseline transportation plan and amended transportation plan (i.e. compliance plan) scenarios.
- DRCOG's approach of depicting GHG reductions through "off-model" mitigation calculations has been reviewed extensively by CDOT. The greenhouse gas emissions reductions from these strategies presented in Tables 4-6 in the GHG Transportation Report adhere to the TC approved calculation methodologies presented in PD 1610, without the development of a Mitigation Action Plan. CDOT's recommendation is for continued collaboration between DRCOG, CDOT and other parties through the IACT to further evaluate the suitability of using PD 1610 to calculate emissions reductions outside the context of a Mitigation Action Plan.

- The greenhouse gas emissions totals presented in Table 1 of the GHG Transportation Report demonstrate compliance with the Standard and CDOT management finds the planned approach to achieve compliance, as with the 2024 demonstration, focuses on selected strategies that align with the goals of the Standard through increasing emphasis on multimodal, bicycle, and pedestrian and transit projects.

In summary, CDOT recommends the Transportation Commission accept the 2026 DRCOG GHG Transportation Report as demonstrating compliance along with a recommendation for further collaboration to further assess ways to appropriately represent planned investments in the travel demand model and, as needed, with or without a Mitigation Action Plan.

Next Steps

The commission will vote on acceptance of the report by resolution at the November meeting.

Attachments

B - DRCOG GHG Transportation Report
C - APCD Letter of Verification
Proposed Resolution #15

Bridge and Tunnel Enterprise Board
Meeting Minutes
October 14-15, 2026

Present:	Diane Barrett, District 1 Shelley Cook, Chair, District 2 Juan Marcano, District 3 Rick Ridder, District 6 Barbara Bowman, District 7 Hannah Parsons, District 9 Terry Hart, District 10 Todd Masters, District 11
Excused:	Carl Castillo, District 4 Cecil Gutierrez, District 5 Barbara McLachlan, District 8

And: Staff members, organization representatives, and broadcast publicly

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

In October, the Bridge and Tunnel Enterprise Board of Directors conducted a workshop related to:

- Draft FY 2027-28 BTE Proposed Budget
- FY 2026-27 BTE 3rd Budget Supplement

Also in October, the Bridge and Tunnel Enterprise Board of Directors approved the following Resolutions:

- BTE1: Regular Meeting Minutes of September 17, 2026
- BTE2: 3rd Budget Supplement of FY 2026-27

COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director
Katie Carlson, Bridge and Tunnel Enterprise Deputy Director of Finance and Administration

Date: November 19, 2026

Subject: Bridge and Tunnel Enterprise Fiscal Year 2027-28 BTE Proposed Annual Budget Allocation Plan for Adoption

Purpose

This month, the Bridge and Tunnel Enterprise Board of Directors (Board) is being presented with a Statewide Bridge and Tunnel Enterprise Fiscal Year (FY) 2027-28 BTE Proposed Annual Budget Allocation Plan (Proposed Budget) for Special Revenue Fund (C.R.S 43-4-805(3)(a) 538) (Fund 538) and the Collision Prevention Fund (C.R.S. §43-4-805 (3.5)(a) 549) (Fund 549) for review and approval.

Action

Staff is requesting Board approval of Proposed Resolution #BTE4, the FY 2027-28 BTE Proposed Annual Budget Allocation Plan.

Background

In coordination with the Office of Financial Management and Budget (OFMB), Bridge and Tunnel Enterprise (BTE) is presenting the Proposed Budget. BTE will return in February 2027 with the FY 2027-28 BTE Final Annual Budget Allocation Plan (Final Budget) for review and comment. Ultimately, BTE will request approval and adoption of the Final Budget in March 2027. Additional details regarding the sources and uses for the $207.7 million (Fund 538) and the $3.0 million (Fund 549) in forecast FY 2027-28 BTE revenues can be found in the attached BTE FY 2027-28 BTE Proposed Annual Budget Allocation Plan and the October 2026 FY 2027-28 Draft Budget Workshop. Please note that future amendments to the Final Budget may be required to account for the ongoing execution of BTE's Plan of Finance.

Next Steps

1) Approval of the Proposed Budget allows BTE's budget allocations to be updated in the CDOT narrative budget and one-sheet.
2) Over the next several months, OFMB and BTE program staff will be finalizing the budget. Key tasks will include reviewing updated FY 2027-28 revenue projections, aligning the final BTE budget with both the CDOT narrative budget and one-sheet, and reviewing all budget allocations.

3) Staff will continue to provide regular updates to the Board regarding its Plan of Finance and potential amendments to the Final Budget resulting from future financings.
4) In February 2027, BTE will present the Board with the Final Budget for review and comment.
5) In March 2027, BTE will request approval and adoption of the Final Budget.

Attachments

Attachment A: Bridge and Tunnel Enterprise Fiscal Year 2027-28 BTE Proposed Annual Budget Allocation Plan

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

COLORADO
Department of Transportation
Fuels Impact Enterprise

Fuels Impact Enterprise (FIE) Board of Directors Meeting Minutes
February, 18 2026, 9:00 a.m. - 12:00 p.m.
(YouTube Live Stream recording)

Fuels Impact Enterprise Board of Directors Meeting

The purpose of this meeting was to review and adopt the final Fiscal Year 2026-2027 budget.

Call to Order, Roll Call - TIME - (1:22:54)

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

Excused Absence:

Guests:
Herman Stockinger, FIE Board Secretary
Darius Pakbaz, CDOT Director of Transportation Developement

Discuss and Act on Proposed Resolution #FIE1: Approval of the FIE 11.20.2025 Board Meeting Minutes- Consent Agenda (Video 1:23:35)

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

Discuss and Act on Proposed Resolution #FIE2: Approval of the Final FY 2026-27 Budget - Darius Pakbaz (Video 1:23:57)

- Motion made by Director Parsons
- Motion seconded by Director McLachlan
- Motion passes unanimously with no further discussion

Adjournment (Video 1:26:10)

COLORADO
Department of Transportation
Fuels Impact Enterprise

Fuels Impact Enterprise Board of Directors Memorandum

To: Fuels Impact Enterprise Board of Directors

From: Darius Pakbaz, Director, Division of Transportation Development
Craig Hurst, DTD, Freight Mobility and Safety Manager

Date: November 19, 2026

Subject: Adoption of Draft FY 2027-28 Budget

Purpose

This memorandum presents the draft budget for Fiscal Year 2027-28 (FY 2028) for formal review and adoption by the Fuels Impact Enterprise Board of Directors (Board).

Action

Board adoption of the proposed draft FY 2027-28 Budget.

Statutory Authority & Background

Pursuant to § 43-4-1503(1)(b), C.R.S., the Transportation Commission serves concurrently as the Fuels Impact Enterprise Board of Directors. The Board is statutorily required to adopt an annual budget to execute the Enterprise's legislative mandate and satisfy funding obligations to designated local entities.

Staff presented a preliminary FY 2027-28 budget overview during the October 2026 Board Workshop. The proposal projects operating revenue and programmatic expenditures necessary to fulfill the Enterprise's responsibilities under § 43-4-1506, C.R.S.

FY 2027-28 Financial Summary

For FY 2028, total projected revenue and interest earnings are estimated at **$15,780,000**. Following mandated statutory allocations to local governments, remaining enterprise funds are distributed as follows:

- **Program Allocations (Enterprise Projects):** $5,461,216
- **Administrative Operating Expenses:** $218,784
- **Board Contingency Reserve:** $100,000

Next Steps

Following the Board's adoption of this preliminary draft, staff will present the final FY 2027-28 Budget for formal approval in Spring 2027.

Attachments

Attachment A - Draft FY2027-28 Fuels Impact Enterprise Budget

Proposed Resolution #FIE2: FY2027-28 Draft Budget

Fuels Impact Enterprise
Fuels Impact Reduction Fund 548 C.R.S. §43-4-1504 (1)(a)(I)
Fiscal Year 2026-27 Proposed Allocation Plan 10/1/25

	Fiscal Year 2026-27 Estimated Revenues		
Line	Source	FY 2026-27 Estimated Revenue	FY 2027-28 Estimated Revenue
1	Fuels Impact Reduction Fee	$15,000,000	$15,000,000
2	Interest Earnings and Miscellaneous Revenue	$780,000	$780,000
3	**Total Estimated Yearly Revenue**	$15,780,000	$15,780,000
	Fiscal Year 2026-27 Allocations		
Line	Budget Item	FY 2026-27 Final Allocation Plan	FY 2027-28 Proposed Allocation Plan
4	**Administrative & Operating Activities (Cost Center FI280-548)**	**$218,784**	**$218,784**
5	Fuels Impact Enterprise Staff Compensation	$75,000	$75,000
6	Fuels Impact Enterprise Program Support	$25,000	$25,000
7	Attorney General's Office Legal Services	$1,000	$1,000
8	Annual Audit	$2,000	$2,000
9	Travel Expenses	$500	$500
10	Operating Expenses	$1,000	$1,000
11	Central Services Allocation	$114,284	$114,284
12	**Administrative & Operating Activities Unallocated Balance**	$0	$0
13	**Local Agency & Board Directed Distributions (Cost Center FUELS-548)**	**$15,561,216**	**$15,461,216**
14	Adams County Distribution	$6,400,000	$6,400,000
15	City of Aurora Distribution	$2,000,000	$2,000,000
16	El Paso County Distribution	$1,300,000	$1,300,000
17	Mesa County Distribution	$240,000	$240,000
18	Otero County Distribution	$60,000	$60,000
19	Board Directed CDOT Distribution	$5,561,216	$5,461,216
20	**Local Agency & Board Directed Distributions Unallocated Balance**	$0	$0
21	**Debt Service**	**$0**	**$0**
22		$0	$0
23	**Debt Service Unallocated Balance**	$0	$0
24	**Contingency Reserve (Cost Center FI300-548)**	**$0**	**$100,000**
25	Available for Contingency	$0	$100,000
26	**Contingency Reserve Unallocated Balance**	$0	$0
	Total Fund 548 Estimated Revenue	**$15,780,000**	**$15,780,000**
	Total Fund 548 Itemized Allocations	**$15,780,000**	**$15,780,000**
	Total Fund 548 Unallocated Balance	**$0**	**$0**
	Total Available Fund 548 Balance Per C.R.S. §43-4-1504 (1)(b)(II)*	**$0**	**$0**

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

COLORADO
Department of Transportation

Transportation Commission Memo-randum

To: Road Enterprise Board of Directors

From: Darius Pakbaz, Director, Division of Transportation Development

Date: September 17, 2026

Subject: Adoption of Enterprise Articles of Organization and Bylaws.

Purpose

This memorandum provides a summary of the proposed Articles of Organization and Bylaws for adoption by the Road Enterprise Board of Directors (Board).

Action

Adoption of the Articles of Organization and Bylaws, through resolution.

Background

As defined in 43-4-1703 (1)(b), the Transportation Commission shall also serve as the Road Enterprise Board of Directors.

The draft Articles of Organization incorporate the following topics:

- Defines the enterprise's name, authority, and purpose.
- Describes the Taxpayers Bill of Rights (TABOR) exemption for the enterprise.
- Defines the board, directors, and the board's powers.
- Describes the revenue and expenditures.
- Describes how the board can make amendments.
- Requires the board to create bylaws.

The draft Bylaws incorporate the following topics:

- Describes the Board of Directors' powers, roles, qualifications, and term lengths.
- Defines the Board's performance, reimbursement, and required disclosures.
- Emphasizes public meeting requirements and operational parameters.
- Requires adoption of an annual budget and defines the fiscal year.

Next Steps

Staff requests approval of the Articles of Organization and Bylaws through proposed resolutions RDE#2 and RDE#3.

Attachments

- Attachment A: Proposed Road Enterprise Articles of Organization
- Attachment B: Proposed Bylaws for the Road Enterprise Board of Directors (Redlined Version)
- Attachment C: Proposed Bylaws for the Road Enterprise Board of Directors (Final Version)

ROAD ENTERPRISE

ARTICLES OF ORGANIZATION

PREAMBLE

The General Assembly of the State of Colorado (the "State") found and declared in C.R.S. § 43-4-1701(1) that:

The condition of the state highway system, in particular the condition of the roadway surface, has deteriorated over time as a result of the aging of the system and increased demands upon it, including growing population and vehicle miles traveled;

In particular, oversize and overweight vehicles and longer vehicle combinations cause a disproportionate amount of wear and tear on the State's highway system; and

There is an urgent present need to improve the condition of the State highway system through increased investment in preventive maintenance, repair, rehabilitation, and reconstruction of the roadway surface.

Therefore, the General Assembly found it appropriate to complete preventive maintenance, repair, rehabilitation, and reconstruction projects to improve the condition of the roadway surface of the State highway system and to support the ongoing maintenance of the roadway surface.

Therefore, in C.R.S. § 43-4-1701 et seq., the General Assembly established the Road Enterprise to assist in the administration of the programs described and to collect the fees necessary to implement these programs.

The General Assembly thereupon created in C.R.S. § 43-4-1701 *et seq*. a road enterprise as a government-owned business in the Colorado Department of Transportation (the "Department").

Article I. Name

The road enterprise created in C.R.S. § 43-4-1703(1)(a) shall be known as the ROAD ENTERPRISE ("Enterprise").

Article II. Authority

The Colorado Legislature approved the creation of the Road Enterprise during its regularly scheduled session in 2026, and House Bill 26-1430 was signed into law by the Governor of the State of Colorado on June 4, 2026. The Enterprise shall function pursuant to these Articles of Organization until such time as it may be abolished by a specific action under applicable Colorado state law.

Article III. Purpose

The business purpose of the Enterprise is to complete preventive maintenance, repair, rehabilitation, and reconstruction projects to improve the condition of the roadway surface of the State highway system and to support the ongoing maintenance of the roadway surface. To accomplish this purpose, the Enterprise may collect permit fees for oversize and overweight vehicles and longer vehicle combinations; and issue revenue bonds payable from the fee revenue and other money available to the Enterprise.

Article IV. TABOR Exemption

As provided in Section 43-4-1703(3), C.R.S., the Enterprise shall constitute an "enterprise" for purposes of section 20 of article X of the state constitution so long as it retains the authority to issue revenue bonds and receives less than ten percent of its total revenues in grants from all Colorado state and local governments combined. So long as it constitutes an enterprise pursuant to Section 43-4-1703(3), C.R.S., the Enterprise shall not be subject to any provisions of section 20 of article X of the state constitution.

Article V. Enterprise Board

Pursuant to Section 43-4-1703(1)(a), C.R.S., the Transportation Commission of Colorado ("the Commission") shall serve as the Enterprise Board ("Board"). Pursuant to Section 43-4-1703(1)(a), C.R.S., the Board shall, with the consent of the Executive Director of the Department, appoint a director of the Enterprise (the "Enterprise Director") who shall possess such qualifications as may be established by the Commission and the State personnel board.

The Enterprise Director shall oversee the discharge of all responsibilities of the Enterprise and shall serve at the pleasure of the Board.

Pursuant to Section 43-4-1703(1)(b), C.R.S., the Enterprise and the Enterprise Director shall exercise their powers and perform their duties as if the same were transferred to the Department by a type 1 transfer, as defined in section 24-1-105, C.R.S.

Article VI. Officers

The officers of the Enterprise shall be elected according to the Bylaws of the Board and shall have the duties set forth in the Bylaws.

Article VII. Powers

The Enterprise may:

(I) Impose fees as authorized by section 43-4-1705 (1);

(II) Issue revenue bonds payable from the revenues and other available money of the enterprise pledge for their payment;

(III) Seek, accept, and expend money from federal sources, and;

(VI) Seek, accept, and expend gifts, grants, and donations.

(VII) Complete preventive maintenance, repair, rehabilitation, and reconstruction projects to improve the condition of the roadway surface of the State highway system and to support the ongoing maintenance of the roadway surface.

In addition to any other powers and duties specified in Section 43-4-1703, C.R.S., the Board also has the following powers and duties:

(a) To supervise and advise the Enterprise director;

(b) To adopt bylaws for the regulation of its affairs and the conduct of its business;

(c) To issue revenue bonds, payable from the permit fee revenue and other available money of the enterprise, to achieve the purposes of completing preventive maintenance, repair, rehabilitation, and reconstruction projects to improve the condition of the roadway surface of the State highway system and supporting the ongoing maintenance of the roadway surface in the State;

(d) To acquire, hold title to, and dispose of real and personal property as necessary in the exercise of its powers and performance of its duties;

(e) To employ and supervise individuals, professional consultants, and contractors as are necessary in its judgment to carry out its business purposes;

(f) To contract with any public or private entity, including state agencies, consultants, and the attorney general's office, for professional and technical assistance, office space and administrative services, advice, and other services related to the conduct of the affairs of the Enterprise;

(g) To seek, accept, and expend gifts, grants, donations, or other payments from private and public sources, so long as the total amount of all grants from the state of Colorado and local governments received in any state fiscal year is less than ten (10) percent of the Enterprise's total annual revenue for the state fiscal year;

(h) To set and adopt, on an annual basis, a budget for the Enterprise;

(i) To have and exercise all rights and powers necessary or incidental to or implied from the specific powers and duties granted in Section 43-4-1701 et seq., C.R.S.

Article VIII. Revenues and Expenditures

The road enterprise cash fund has been created in the state treasury pursuant to Section 43-4-1704(1)(a)(I), C.R.S. The fund consists of permit fee revenue credited to the fund pursuant to Section 43-4-1705(1), C.R.S., Section 42-4-501(1)(d), and Section 42-4-510(11)(c)(I), C.R.S., any money that the General Assembly may transfer or appropriate to the fund for the implementation of the projects described in Section 43-4-1703, C.R.S., and any federal money or

gifts, grants, or donations received. The state treasurer shall credit to the fund all interest and income derived from the deposit and investment of money in the fund. Money in the fund is continuously appropriated to the Enterprise for the purposes set forth in Section 43-4-1701 et seq., C.R.S. and to pay the Enterprise's reasonable and necessary operating expenses, including the repayment of any loan received pursuant to Section 43-4-1704(2), C.R.S.

The Department may transfer money from any legally available source to the Enterprise for the purpose of defraying expenses incurred by the Enterprise before it receives fee revenue or revenue bond proceeds. The Enterprise may accept and expend any money so transferred, and notwithstanding any state fiscal rule or generally accepted accounting principle that could otherwise be interpreted to require a contrary conclusion, such a transfer is a loan from the Department to the Enterprise that is required to be repaid and is not a grant for purposes of section 20(2)(d) of article X of the state constitution or as defined in Section 24-77-102(7), C.R.S. All money transferred as a loan to the Enterprise shall be credited to the road enterprise cash fund in the state treasury. Loan liabilities that are recorded in the road enterprise cash fund but that are not required to be paid in the current fiscal year shall not be considered when calculating sufficient statutory fund balance for purposes of Section 24-77-102(7), C.R.S. As the Enterprise receives sufficient revenue in excess of expenses, the Enterprise shall reimburse the Department for the principal amount of any loan made by the Department plus interest at a rate set by the Department.

Article IX. Articles of Organization – Amendment

The Board may amend, supplement, or repeal these Articles of Organization or adopt new Articles of Organization. All such changes shall affect and be binding upon the Enterprise, the Board and Members heretofore, as well as hereafter, authorized. Any amendment, supplement, or repeal of these Articles of Organization, or adoption of new Articles of Organization shall require a majority vote of the Members at any regular meeting of the Board.

Article X. Bylaws

The Board shall adopt a set of Bylaws to govern its internal operations and procedures.

PRIVILEGED AND CONFIDENTIAL ATTORNEY DRAFT
PLEASE LEAVE REDLINED UNTIL OTHERWISE INSTRUCTED

ROAD ENTERPRISE
BYLAWS

Article I. Offices and Definitions

A. Principal Office. The principal office of the Road Enterprise ("Enterprise") shall be 2829 W. Howard Place, Denver, Colorado 80204. The Enterprise may have other offices and places of business at such places within the State of Colorado as shall be determined by the Enterprise Board ("Board"), as defined below.

B. Definitions. Capitalized terms shall have the definitions ascribed to them in these Bylaws and the Road Enterprise Articles of Organization**.**

Article II. Board of the Road Enterprise

A. Enterprise Board. All of the powers of the Enterprise, as described in Section 43-4-1701, *et seq*., C.R.S.(as may be amended from time to time), and as otherwise provided by law, shall be vested in the Board of the Enterprise ("Enterprise Board"). The Board shall manage the business and affairs of the Enterprise. The transportation commission created in Section 43-1-106(1), C.R.S. shall serve as the enterprise board ~~Enterprise shall consist of the members~~ as determined pursuant to Section 43-4-1703(1), C.R.S. (each shall be a "Member" and collectively, the "Members"). Members of the Enterprise Board shall have the ability to vote.

B. Qualifications and Terms. The governing board of the Enterprise is made up of the Transportation Commission created in C.R.S. § 43-1-106(1). Each commissioner shall serve as a voting Member of the Enterprise Board.

C. Performance of Duties. By acceptance of the office, each Member of the Board shall be deemed to have accepted the obligation to perform their duties in good faith and in a manner they believe to be in the best interests of the Enterprise.

D. Reimbursement. The Board may provide for reimbursement of the Members for reasonable and necessary expenses incurred on behalf of the Enterprise consistent with State Fiscal Rules, but the Members shall otherwise serve without compensation.

E. Disclosures. Members of the Board shall make financial disclosures and avoid conflicts of interest, as provided by law and any policies adopted by the Enterprise.

Article III. Meetings of the Board.

A. Place of Meetings. The regular or special meetings of the Board or any committee designated by the Board shall be held at the principal office of the Enterprise or at any place that a majority of the Enterprise Board, or any such committee, designates.

B. Regular Meetings. The ~~Road~~ Enterprise Board shall hold regular meetings at such dates, times, and locations, including virtual meetings, set by the Board, generally held on the third Thursday of the month. It shall be the duty of the members of the Board to attend Board meetings. The Board shall meet no less than four (4) times per year. The Chair of the Board ("the Chair") may postpone or advance the time and date of any regular meeting for a period not to exceed one week. The Board may remove items from the agenda or rearrange the order of the agenda items at any time. Items may be added to the agenda only with adequate public notice prior to the meeting, as provided by law.

C. Special Meetings. Special meetings may be called by the Director of the Enterprise, the Chair, or a majority of the members of the Board, with three days' notice by electronic mail or, in an emergency, 24 hours' notice by telephone or electronic mail, unless otherwise provided by law.

D. Notice of Meetings. Notice of the time, date and place shall be provided to the Board and the public as required by law

E. Quorum. A quorum of the Board shall be six (6) members. If a quorum of the Enterprise Board is present, a majority vote of the members present shall be required to carry any motion, order, regulation, bylaw or other action of the Board. All formal action of the Board shall be by resolution adopted at a duly called meeting of the Board and no individual member shall exercise individually any administrative authority with respect to the Enterprise.

F. Voting. Each member of the Board shall be entitled to one vote. The Board may act only by resolution or motion at a duly called meeting. Voting shall be either by voice or roll call vote. A roll call vote shall be conducted upon the request of a member of the Board or at the discretion of the Chair. Any member of the Board shall disqualify himself or herself from voting on any issue with respect to which he/she has a private

interest, unless such member of the Board has disclosed such interest in compliance with § 24-18-110, C.R.S.

G. Conduct of Meetings. All meetings of the Board will be conducted under Roberts Rules of Order, unless specifically provided otherwise by the Board or these Bylaws.

H. Executive and Other Committees. The Board may, by a motion or resolution adopted by a majority of the members of the Board, designate not less than two (2) of its members to constitute one or more other committees, each of which shall have and may exercise such authority as may be set forth in said motion or resolution. If any such delegation of authority of the Board is made as herein provided, all references to the Board contained in these Bylaws, the Articles of Organization, § 43-4-1701, et seq., C.R.S. or any other applicable law or regulation relating to the authority so delegated shall be deemed to refer to such committee.

Article IV~~II~~. Open Meetings and Open Records

A. Open Meetings. All meetings of the Board shall be open to the public and shall be preceded by adequate public notice as required by law. Public notice of the Enterprise Board agenda shall be made prior to Enterprise Board meetings.

B. Open Records. The records of the Enterprise Board shall be public records and shall be open for public inspection, as provided by law for public records. Enterprise Board meetings shall be recorded by electronic recording device. Minutes shall be made of all Enterprise Board meetings and shall be approved by the Enterprise Board. After approval by the Enterprise Board, minutes shall be made a part of the Enterprise Board records, and open public inspection.

Article ~~I~~V. Officers and Staff

A. General. The Chair and Vice-Chair shall be the officers of the Board. The Board shall appoint a Secretary who shall not be a member of the Board. The officers shall be elected by the Board annually at the Board meeting in August. If the election of such officers is not held at such meeting, such election shall take place as soon thereafter as a meeting may be conveniently held. The Board shall elect a Chair and Vice-Chair, each of whom must be a member of the Board. Each officer shall serve at the pleasure of the Board.

B. General Duties. All officers of the Enterprise, as between themselves and the Enterprise, shall have the authority and shall perform such duties in the management

of the Enterprise as may be provided in these Bylaws, the Articles of Organization or as may be determined by resolution or action of the Board not inconsistent with these Bylaws.

C. Specific Duties of Officers. In addition to duties designated by the Board, the duties of the officers shall include the following:

1. Chair. The Chair shall preside at all meetings of the Board. The term of the office as Chair shall be for one year or until a successor shall be elected.

2. Vice-Chair. The Vice-Chair shall, in the case of the absence or disability of the Chair, perform the duties of the Chair. The Vice-Chair shall also perform such other duties as may be prescribed by the Board from time to time. The term of office of Vice-Chair shall be for one year or until a successor shall be elected

3. Secretary. The Secretary shall keep the records of the Board. The Secretary shall have the custody of the seal of the Enterprise and shall, in addition, perform all of the other duties usually pertaining to this office. The term of office shall be at the will of the Board.

D. Delegation of Duties. Delegation of Duties. Whenever an officer is absent for any reason, the Board may delegate the powers and duties of an officer to any other Officer or to any member of the Board.

E. No Contract Right. Service on the Enterprise Board shall not of itself create contract rights in the office.

Article VI. Fiscal Year and Budget

A. Fiscal Year. The fiscal year of the Enterprise shall be based on the State of Colorado fiscal year (July 1 - June 30).

B. Budget. The Board shall set and adopt on an annual basis a budget for the Enterprise. The budget shall be adopted not later than June of each year.

Article VII. Amendments

A. General. The Board may amend, supplement, or repeal these Bylaws or adopt new bylaws and all such changes shall affect and be binding upon the Board and members heretofore, as well as hereafter, authorized. Any amendment, supplement or repeal of

these Bylaws or adoption of new bylaws shall require a majority vote of all of the members at any regular meeting.

B. Notice. Specific notice of each meeting at which consideration of proposed amendment to, supplementation of, or repeal of these Bylaws or adoption of new bylaws shall be given in the same manner as notice of meetings is to be given pursuant to Article III, Section D~~C~~. hereof.

C. Vote Necessary. Any adoption of new bylaws, or amendment, supplement, or repeal of these Bylaws shall require approval by a majority of the Board at any regular meeting at which the amendment, supplement, repeal, or adoption is considered.

Article VII~~I~~. Miscellaneous Provisions

A. Invalid Provision. The invalidity or non-enforceability of any particular provision of these Bylaws shall not affect the other provisions herein, and these Bylaws shall be construed in all respects as if such invalid or unenforceable provision were omitted.

B. Governing Law. These Bylaws shall be governed by and construed in accordance with the constitution and laws of the State of Colorado and § 43-4-1701, et seq., C.R.S. for the Enterprise, as amended from time to time.

C. Gender. Whenever required by context, the singular shall include the plural, the singular, and one gender shall include the other.

D. Contracts and Amendments. The Board shall set budgets for its operations and the Director, or his or her delegee, shall have authority to approve and enter into contracts and any amendments of existing contracts, so long as the total projected expenditures do not exceed the estimate of available funds approved for the fiscal year by the Board that are within an approved budget. The Director's signature or the signature of his or her delegee on such contracts and contract amendments shall legally bind the Enterprise.

Article IV~~III~~. Selection, Powers and Duties of Director

A. The Enterprise Board shall appoint, with the consent of the CDOT Executive Director, an enterprise director who shall possess such qualifications as may be established by the commission and the state personnel board. The Director shall oversee the discharge of all the responsibilities of the Enterprise and shall serve at the pleasure of the Enterprise

Board. ~~The CDOT Executive Director shall appoint a CDOT employee to act as the Director of the Enterprise ("Director").~~

B. The Director shall be the chief executive officer of the Enterprise and shall supervise the activities of the Enterprise and shall direct and manage overall Enterprise staff and functions.

C. The Director or his or her designee shall report to the Board and recommend priorities, policies, and procedures to the Board.

D. The Director or his or her designee shall work with federal, state, local, and private agencies on Enterprise projects, funding, and programs.

E. The Director or his or her designee shall see that all policies, directions and orders of the Board are carried out and shall, under the supervision of the Board, have such other authority, powers or duties as may be prescribed by the Board.

ROAD ENTERPRISE
BYLAWS

Article I. Offices and Definitions

A. Principal Office. The principal office of the Road Enterprise ("Enterprise") shall be 2829 W. Howard Place, Denver, Colorado 80204. The Enterprise may have other offices and places of business at such places within the State of Colorado as shall be determined by the Enterprise Board ("Board"), as defined below.

B. Definitions. Capitalized terms shall have the definitions ascribed to them in these Bylaws and the Road Enterprise Articles of Organization**.**

Article II. Board of the Road Enterprise

A. Enterprise Board. All of the powers of the Enterprise, as described in Section 43-4-1701, *et seq*., C.R.S.(as may be amended from time to time), and as otherwise provided by law, shall be vested in the Board of the Enterprise ("Enterprise Board"). The Board shall manage the business and affairs of the Enterprise. The transportation commission created in Section 43-1-106(1), C.R.S. shall serve as the enterprise board as determined pursuant to Section 43-4-1703(1), C.R.S. (each shall be a "Member" and collectively, the "Members"). Members of the Enterprise Board shall have the ability to vote.

B. Qualifications and Terms. The governing board of the Enterprise is made up of the Transportation Commission created in C.R.S. § 43-1-106(1). Each commissioner shall serve as a voting Member of the Enterprise Board.

C. Performance of Duties. By acceptance of the office, each Member of the Board shall be deemed to have accepted the obligation to perform their duties in good faith and in a manner they believe to be in the best interests of the Enterprise.

D. Reimbursement. The Board may provide for reimbursement of the Members for reasonable and necessary expenses incurred on behalf of the Enterprise consistent with State Fiscal Rules, but the Members shall otherwise serve without compensation.

E. Disclosures. Members of the Board shall make financial disclosures and avoid conflicts of interest, as provided by law and any policies adopted by the Enterprise.

Article III. Meetings of the Board.

A. Place of Meetings. The regular or special meetings of the Board or any committee designated by the Board shall be held at the principal office of the Enterprise or at any place that a majority of the Enterprise Board, or any such committee, designates.

B. Regular Meetings. The Enterprise Board shall hold regular meetings at such dates, times, and locations, including virtual meetings, set by the Board, generally held on the third Thursday of the month. It shall be the duty of the members of the Board to attend Board meetings. The Board shall meet no less than four (4) times per year. The Chair of the Board ("the Chair") may postpone or advance the time and date of any regular meeting for a period not to exceed one week. The Board may remove items from the agenda or rearrange the order of the agenda items at any time. Items may be added to the agenda only with adequate public notice prior to the meeting, as provided by law.

C. Special Meetings. Special meetings may be called by the Director of the Enterprise, the Chair, or a majority of the members of the Board, with three days' notice by electronic mail or, in an emergency, 24 hours' notice by telephone or electronic mail, unless otherwise provided by law.

D. Notice of Meetings. Notice of the time, date and place shall be provided to the Board and the public as required by law

E. Quorum. A quorum of the Board shall be six (6) members. If a quorum of the Enterprise Board is present, a majority vote of the members present shall be required to carry any motion, order, regulation, bylaw or other action of the Board. All formal action of the Board shall be by resolution adopted at a duly called meeting of the Board and no individual member shall exercise individually any administrative authority with respect to the Enterprise.

F. Voting. Each member of the Board shall be entitled to one vote. The Board may act only by resolution or motion at a duly called meeting. Voting shall be either by voice or roll call vote. A roll call vote shall be conducted upon the request of a member of the Board or at the discretion of the Chair. Any member of the Board shall disqualify himself or herself from voting on any issue with respect to which he/she has a private interest, unless such member of the Board has disclosed such interest in compliance with § 24-18-110, C.R.S.

G. Conduct of Meetings. All meetings of the Board will be conducted under Roberts Rules of Order, unless specifically provided otherwise by the Board or these Bylaws.

H. Executive and Other Committees. The Board may, by a motion or resolution adopted by a majority of the members of the Board, designate not less than two (2) of its members to constitute one or more other committees, each of which shall have and may exercise such authority as may be set forth in said motion or resolution. If any such delegation of authority of the Board is made as herein provided, all references to the Board contained in these Bylaws, the Articles of Organization, § 43-4-1701, et seq., C.R.S. or any other applicable law or regulation relating to the authority so delegated shall be deemed to refer to such committee.

Article IV. Open Meetings and Open Records

A. Open Meetings. All meetings of the Board shall be open to the public and shall be preceded by adequate public notice as required by law. Public notice of the Enterprise Board agenda shall be made prior to Enterprise Board meetings.

B. Open Records. The records of the Enterprise Board shall be public records and shall be open for public inspection, as provided by law for public records. Enterprise Board meetings shall be recorded by electronic recording device. Minutes shall be made of all Enterprise Board meetings and shall be approved by the Enterprise Board. After approval by the Enterprise Board, minutes shall be made a part of the Enterprise Board records, and open public inspection.

Article V. Officers and Staff

A. General. The Chair and Vice-Chair shall be the officers of the Board. The Board shall appoint a Secretary who shall not be a member of the Board. The officers shall be elected by the Board annually at the Board meeting in August. If the election of such officers is not held at such meeting, such election shall take place as soon thereafter as a meeting may be conveniently held. The Board shall elect a Chair and Vice-Chair, each of whom must be a member of the Board. Each officer shall serve at the pleasure of the Board.

B. General Duties. All officers of the Enterprise, as between themselves and the Enterprise, shall have the authority and shall perform such duties in the management of the Enterprise as may be provided in these Bylaws, the Articles of Organization or as may be determined by resolution or action of the Board not inconsistent with these Bylaws.

C. Specific Duties of Officers. In addition to duties designated by the Board, the duties of the officers shall include the following:

1. Chair. The Chair shall preside at all meetings of the Board. The term of the office as Chair shall be for one year or until a successor shall be elected.

2. Vice-Chair. The Vice-Chair shall, in the case of the absence or disability of the Chair, perform the duties of the Chair. The Vice-Chair shall also perform such other duties as may be prescribed by the Board from time to time. The term of office of Vice-Chair shall be for one year or until a successor shall be elected

3. Secretary. The Secretary shall keep the records of the Board. The Secretary shall have the custody of the seal of the Enterprise and shall, in addition, perform all of the other duties usually pertaining to this office. The term of office shall be at the will of the Board.

D. Delegation of Duties. Delegation of Duties. Whenever an officer is absent for any reason, the Board may delegate the powers and duties of an officer to any other Officer or to any member of the Board.

E. No Contract Right. Service on the Enterprise Board shall not of itself create contract rights in the office.

Article VI. Fiscal Year and Budget

A. Fiscal Year. The fiscal year of the Enterprise shall be based on the State of Colorado fiscal year (July 1 - June 30).

B. Budget. The Board shall set and adopt on an annual basis a budget for the Enterprise. The budget shall be adopted not later than June of each year.

Article VII. Amendments

A. General. The Board may amend, supplement, or repeal these Bylaws or adopt new bylaws and all such changes shall affect and be binding upon the Board and members heretofore, as well as hereafter, authorized. Any amendment, supplement or repeal of these Bylaws or adoption of new bylaws shall require a majority vote of all of the members at any regular meeting.

B. Notice. Specific notice of each meeting at which consideration of proposed amendment to, supplementation of, or repeal of these Bylaws or adoption of new bylaws shall be given in the same manner as notice of meetings is to be given pursuant to Article III, Section D. hereof.

C. Vote Necessary. Any adoption of new bylaws, or amendment, supplement, or repeal of these Bylaws shall require approval by a majority of the Board at any regular meeting at which the amendment, supplement, repeal, or adoption is considered.

Article VIII. Selection, Powers and Duties of Director

A. The Enterprise Board shall appoint, with the consent of the CDOT Executive Director, an enterprise director who shall possess such qualifications as may be established by the commission and the state personnel board. The Director shall oversee the discharge of all the responsibilities of the Enterprise and shall serve at the pleasure of the Enterprise Board.

B. The Director shall be the chief executive officer of the Enterprise and shall supervise the activities of the Enterprise and shall direct and manage overall Enterprise staff and functions.

C. The Director or his or her designee shall report to the Board and recommend priorities, policies, and procedures to the Board.

D. The Director or his or her designee shall work with federal, state, local, and private agencies on Enterprise projects, funding, and programs.

E. The Director or his or her designee shall see that all policies, directions and orders of the Board are carried out and shall, under the supervision of the Board, have such other authority, powers or duties as may be prescribed by the Board.

Article IX. Miscellaneous Provisions

A. Invalid Provision. The invalidity or non-enforceability of any particular provision of these Bylaws shall not affect the other provisions herein, and these Bylaws shall be construed in all respects as if such invalid or unenforceable provision were omitted.

B. Governing Law. These Bylaws shall be governed by and construed in accordance with the constitution and laws of the State of Colorado and § 43-4-1701, et seq., C.R.S. for the Enterprise, as amended from time to time.

C. Gender. Whenever required by context, the singular shall include the plural, the singular, and one gender shall include the other.

D. Contracts and Amendments. The Board shall set budgets for its operations and the Director, or his or her delegee, shall have authority to approve and enter into contracts and any amendments of existing contracts, so long as the total projected expenditures do not exceed the estimate of available funds approved for the fiscal year by the Board that are within an approved budget. The Director's signature or the signature of his or her delegee on such contracts and contract amendments shall legally bind the Enterprise.

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Road Enterprise Board of Directors

From: Darius Pakbaz, Director, Division of Transportation Development

Date: November 19, 2026

Subject: Approval of Road Enterprise final FY2026-27 and draft FY2027-28 budgets.

Purpose

This memorandum provides a summary of the budgets for Fiscal Year 2026-2027 (final) and Fiscal Year 2027-2028 (draft) for adoption by the Road Enterprise Board of Directors (Board).

Action

Adoption of the final Fiscal Year 2026-27 and draft Fiscal Year 2027-28 Budgets.

Background

Senate Bill 26-1430, signed into law on June 4, 2026, established the Road Enterprise within the Colorado Department of Transportation. This enterprise is tasked with preventative maintenance, repair, rehabilitation and reconstruction projects to improve the condition of the roadway surface of the state highway system pavement. To allow the enterprise to accomplish this business purpose and fully exercise its powers and duties, the enterprise may:

- Impose oversize, overweight, and longer vehicle combination fees as authorized by C.R.S. 43-4-1705(1); and
- Issue revenue bonds payable from the revenues and other available money of the enterprise.

To carry out its duties and its business enterprise, the enterprise adopted the road enterprise cash fund to collect oversize, overweight and longer vehicle combination fees, beginning on January 1, 2027.

The enterprise is tasked to administer the fund to provide investment in preventative maintenance, repair, rehabilitation and reconstruction of the roadway surface.

The FY2026-27 budget outlines the projected revenue and an estimate of what the enterprise will need to spend to accomplish its legislative duties outlined in HB 26-1430. In fiscal year 2027, projected revenues are expected to be $3,700,000. The

anticipated administrative expenditures will equate to $83,500, and $3,616,500 available for enterprise funded projects.

The FY2027-26 budget outlines the projected revenue and an estimate of what the enterprise will need to spend to accomplish its legislative duties outlined in HB 26-1430. In fiscal year 2027, projected revenues are expected to be $7,397,862.00. The anticipated administrative expenditures will equate to $236,500, Board Contingency funds of $100,000 and $7,061,362 available for enterprise funded projects.

Next Steps

Board of Directors to review and approve the proposed FY2026-27 and FY2027-28 budgets. Final action on the FY2027-28 Enterprise Budget will occur in April 2027.

Attachments

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

Attachment B: Road Enterprise Draft Fiscal Year 2027-28 Budget

Proposed Resolution RDE#4

Proposed Resolution RDE#5

ROAD Enterprise

ROAD Enterprise Fund 560 C.R.S. §43-4-1704 (1)

Fiscal Year 2027-28 Proposed Allocation Plan 10/1/25

	Fiscal Year 2026-27 Estimated Revenues		
Line	Source	FY2025-26 Estimated Revenue	FY2026-27 Estimated Revenue
1	Oversize/Overweight Permit Fees	$0	$3,700,000
2	Interest Earnings and Miscellaneous Revenue	$0	$0
3	**Total Estimated Yearly Revenue**	**$0**	**$3,700,000**
4	**Fiscal Year 2026-27 Allocations**		
Line	Budget Item	FY2025-26 Proposed Allocation Plan	FY2026-27 Estimated Revenue
5	**Administrative & Operating Activities (Cost Center)**	**$0**	**$83,500**
6	ROAD Enterprise Staff Compensation	$0	$75,000
7	ROAD Enterprise Program Support	$0	$0
8	Attorney General's Office Legal Services	$0	$8,000
9	Annual Audit	$0	$0
10	Travel Expenses	$0	$0
11	Operating Expenses	$0	$500
12	Central Services Allocations	**$0**	$0
13	**Administrative & Operating Activities Unallocated Balance**	**$0**	**$0**
14	**Programming & Projects (Pool - PST-RDE)**		**$3,616,500**
15	ROAD Projects - Central Colorado/Denver Area	$0	$679,902
16	ROAD Projects - Southeast Colorado	$0	$734,150
17	ROAD Projects - Northwest Colorado	$0	$911,358
18	ROAD Projects - Northeast Colorado	$0	$813,713
19	ROAD Projects - Southwest Colorado	$0	$477,377
20	**Programming & Projects Unallocated Balance**	**$0**	**$0**
21	**Debt Service (Cost Center)**	**$0**	**$0**
22		$0	$0
23	**Debt Service Unallocated Balance**	**$0**	**$0**
24	**Contingency Reserve (Cost Center)**	**$0**	**$0**
25	Available for Contingency	$0	$0
26	**Contingency Reserve Unallocated Balance**	**$0**	**$0**
	Total Fund 560 Estimated Revenue	**$0**	**$3,700,000**
	Total Fund 560 Itemized Allocations	**$0**	**$3,700,000**
	Total Fund 560 Unallocated Balance	**$0**	**$0**

Line	Budget Category / Program	FY2025-26 Proposed Allocation Plan	FY2026-27 Proposed Allocation Plan
1	ROAD Enterprise		
2	Suballocated Programs	$0.0 M	$3.6 M
3	Mobility	$0.0 M	$3.6 M
4	ROAD Projects	$0.0 M	$3.6 M
5	Administration & Agency Operations	$0.0 M	$0.1 M
6	Agency Operations	$0.0 M	$0.1 M
7	Contingency Reserve	$0.0 M	$0.0 M
8	Contingency Reserve	$0.0 M	$0.0 M
9	Debt Service	$0.0 M	$0.0 M
10	Debt Service	$0.0 M	$0.0 M
11	TOTAL - ROAD Enterprise	$0.0 M	$3.7 M

ROAD Enterprise

ROAD Enterprise Fund 560 C.R.S. §43-4-1704 (1)

Fiscal Year 2027-28 Proposed Allocation Plan 11/19/26

	Fiscal Year 2027-28 Estimated Revenues		
Line	**Source**	**FY2026-27 Estimated Revenue**	**FY2027-28 Estimated Revenue**
1	Oversize/Overweight Permit Fees	$3,700,000	$7,397,862
2	Interest Earnings and Miscellaneous Revenue	$0	$0
3	**Total Estimated Yearly Revenue**	**$3,700,000**	**$7,397,862**
4	**Fiscal Year 2027-28 Allocations**		
Line	**Budget Item**	**FY2026-27 Proposed Allocation Plan**	**FY2027-28 Estimated Revenue**
5	**Administrative & Operating Activities (Cost Center)**	**$83,500**	**$236,500**
6	ROAD Enterprise Staff Compensation	$75,000	$200,000
7	ROAD Enterprise Program Support	$0	$25,000
8	Attorney General's Office Legal Services	$8,000	$8,000
9	Annual Audit	$0	$2,000
10	Travel Expenses	$0	$500
11	Operating Expenses	$500	$1,000
12	Central Services Allocations	**$0**	$0
13	**Administrative & Operating Activities Unallocated Balance**	**$0**	**$0**
14	**Programming & Projects (Pool - PST-RDE)**	**$3,616,500**	**$7,061,362**
15	ROAD Projects - Central Colorado/Denver Area	$679,902	$1,278,107
16	ROAD Projects - Southeast Colorado	$734,150	$1,497,009
17	ROAD Projects - Northwest Colorado	$911,358	$1,772,402
18	ROAD Projects - Northeast Colorado	$813,713	$1,567,622
19	ROAD Projects - Southwest Colorado	$477,377	$946,223
20			
21	**Programming & Projects Unallocated Balance**	**$0**	**$0**
22	**Debt Service (Cost Center)**	**$0**	**$0**
23		$0	$0
24	**Debt Service Unallocated Balance**	**$0**	**$0**
25	**Contingency Reserve (Cost Center)**	**$0**	**$100,000**
26	Available for Contingency	$0	$100,000
27	**Contingency Reserve Unallocated Balance**	**$0**	**$0**
	Total Fund 560 Estimated Revenue	**$3,700,000**	**$7,397,862**
	Total Fund 560 Itemized Allocations	**$3,700,000**	**$7,397,862**
	Total Fund 560 Unallocated Balance	**$0**	**$0**

Line	Budget Category / Program	FY2025-26 Proposed Allocation Plan	FY2027-28 Proposed Allocation Plan
1	ROAD Enterprise		
2	Suballocated Programs	$3.6 M	$7.1 M
3	Mobility	$3.6 M	$7.1 M
4	ROAD Projects	$3.6 M	$7.1 M
5	Administration & Agency Operations	$0.1 M	$0.2 M
6	Agency Operations	$0.1 M	$0.2 M
7	Contingency Reserve	$0.0 M	$0.1 M
8	Contingency Reserve	$0.0 M	$0.1 M
9	Debt Service	$0.0 M	$0.0 M
10	Debt Service	$0.0 M	$0.0 M
11	TOTAL - ROAD Enterprise	$3.7 M	$7.4 M

COLORADO
Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Date: November 19, 2026

Subject: Bridge and Tunnel Enterprise Q1 FY2027 Quarterly Report

Purpose

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

Action

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

Background

BTE Plan of Finance and the CDOT 10-Year Plan

BTE continues to coordinate closely with CDOT to ensure that its Plan of Finance addresses the critical BTE-eligible needs identified in the current CDOT 10-Year Plan (Fiscal Years 2027-2036), while maintaining capacity to address ongoing statewide bridge and tunnel needs through its pay-as-you-go program. BTE's two recent Senior Infrastructure Revenue Bond (IRB) transactions generated approximately $389 million in proceeds to support CDOT with the funding and delivery of the CDOT 10-Year Plan and these proceeds are fully allocated to capital construction projects. BTE is currently contemplating a third and final IRB transaction in fall 2026 to eliminate the Enterprise's current funding gap and facilitate the timely completion of several key strategic projects, including but not limited to, the I-270 Corridor Improvements Project – Phase 1.

BTE Bridge Preventative Maintenance Update

In November 2025, Staff presented the BTE Board with information regarding the ongoing development of a new BTE Bridge Preventative Maintenance (BPM) and Repair Program and the planned investment of $125 million in this program from FYs 2027-2033, including $50 million in the fiscally constrained period (FYs 2027-2030, collectively). Since this workshop, BTE has collaborated with CDOT maintenance and engineering staff to develop a list of prioritized bridges that are eligible for funding through the program. This list includes bridges that are currently in fair condition and forecast to fall to poor condition over the next 20 years and bridges that are in poor condition that can be improved to fair condition for a minimum of 10 years with a relatively minimal level of investment (when compared to full bridge replacement). A long-term funding shortfall exists for the bridge asset class; however, current forecasts indicate that implementation of this strategic plan to increase investment in these low cost, highly impactful treatments, in conjunction with continuation of CDOT's existing bridge asset management plan and BTE's bridge replacement and rehabilitation program at forecast funding levels, may stabilize the population of poor-rated bridges over a 20-year horizon.

As a first step toward delivering this program, Staff cross-referenced the list of bridges that are eligible for the program and their locations with the active strategic and asset management projects across the state to identify opportunities for BTE BPM scope to be delivered efficiently through ongoing projects. Three projects that were able to integrate BTE BPM scope were identified and construction phase funding for these projects was approved by the BTE Board in Q1 FY2027. The projects are summarized below in Bridge Preventative Maintenance Program Progress.

Bridge Replacement and Rehabilitation Program Progress

In Q1 FY2027, staff continued to make progress addressing the state's "Poor" bridge population and completing tunnel projects. A summary of the Enterprise's activities and accomplishments for this period is provided below.

Structures with Funding Approved for Bridge Replacement and Rehabilitation in Q1 FY2027

Structure ID	Region	County	Facility over Featured Intersection	Q1 FY2027 Budget Approved
G-17-AG	1	Douglas	Happy Canyon over I-25 ML	$11,267,835
F-11-T	3	Eagle	US 24 ML over Eagle River	$1,431,279
K-07-A	3	Gunnison	US 50 ML over Lake Fork Gunnison River	$18,696,237
K-07-B	3	Gunnison	US 50 ML over Gunnison/Blue Mesa Reservoir	See Above

Bridge Replacement and Rehabilitation Projects that Completed Construction in Q1 FY2027

Old Structure ID	New Structure ID	Region	County	Facility over Featured Intersection
C-08-A_Minor	040A108384BL	3	Routt	US 40 ML over Shelton Ditch
F-12-AS	F-12-ASA	3	Eagle	I-70 ML EBND over Polk Creek

Bridge Preventative Maintenance Program Progress

In Q1 FY2027, staff continued to make progress increasing investment levels in statewide preventative maintenance. A summary of the Enterprise's activities and accomplishments for this period is provided below.

Structures with Funding Approved for Bridge Preventative Maintenance in Q1 FY2027

Structure ID	Region	County	Facility over Featured Intersection	Q1 FY2027 Budget Approved
K-17-H	2	Fremont	US 50 ML over Beaver Creek	$2,268,529
H-02-FI	3	Mesa	I-70 Frontage Road over Adobe Creek	$1,621,928
H-03-AY	3	Mesa	I-70 ML over US 6 ML Ramp, UPRR, Colorado River	See Above
O-12-AD	5	Conejos	SH 371 ML over Alamosa River	$126,806

Program Controls

BTE utilizes Expenditure Performance Index (XPI) as a key performance indicator (KPI) to monitor program delivery performance. XPI tracks actual construction expenditures against a construction expenditure forecast baseline that is approved by the CDOT Executive Management Team. An XPI of 1.0 indicates that the program is being delivered as planned with an XPI below or above 1.0 indicating that the program is under or over performing, respectively. BTE Staff monitor XPI on a monthly basis to identify potential project or program level performance issuers and proactively address findings that could impact the efficiency and effectiveness of the program.

As of the end of Q1 FY2027, the year end XPI forecast for FY2027 is trending below 1.0. This trend is due to one project, which is heavily weighted due to its size relative to the remainder of the program. Although the timing of the project's construction payments relative to the expenditure forecast baseline has impacted the XPI, the project is on-budget and on-schedule and BTE does not have any current concerns regarding project or program-level performance.

Active Project XPI by Month

Month	XPI (Year to Date)	XPI (Year End)
July	0.62	1.03
August	0.60	0.99
September	0.62	0.88

Program Financial Information

CDOT's Office of Financial Management and Budgeting (OFMB) updates the BTE revenue forecast on a quarterly basis and provides this information to the Enterprise to guide the development of the Enterprise's annual budget and inform programmatic funding allocations. A summary of the Enterprise's FY2027 approved budget and collections for each fee revenue source as of September 30th, 2026 (Q1 FY2027 end) are provided below.

Revenue Source	Fund	Approved FY2027 Budget ($ in millions)	Collections as of Q1 FY2027 End ($ in millions)
Bridge Safety Surcharge	538	$120.9	$32.0
Bridge and Tunnel Fees	538	$60.8	$15.0
Collision Prevention Fee	549	$1.5	N/A

COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Transportation Commission

From: Shawn E. Smith, Director of Maintenance and Operations

Date: November 19, 2026

Subject: 2026-27 Winter Season Planning and Coordination Briefing (Informational Item)

Purpose

The Colorado Department of Transportation (CDOT) provides an annual briefing to the Executive Management Team on the planning and coordination efforts for the upcoming winter season. This briefing highlights the preparatory work completed or taking place along with an indication of operational readiness.

Action

No action is requested at this time. The presentation is submitted for informational purposes.

Background

Prior to the winter season, the CDOT Regions, Maintenance Sections and the Division of Maintenance and Operations provide a briefing on preparatory efforts and operational readiness levels related to snow and ice control activities.

This briefing for winter season 2026-27 provides a status for each CDOT program involved in winter activities. These programs include Maintenance, meteorology, avalanche, real-time operations, intelligent transportation systems (ITS) operations and public affairs. Status updates on resources such as staffing levels, training and winter materials are also provided along with the work completed with partners.

Next Steps

None – informational only.

Attachments

Attachment A: Winter Season 26/27 Planning and Coordination Briefing presentation



COLORADO
Department of Transportation

Winter Season 26/27
Planning and Coordination Brief

Agenda



Overview

DMO Director



Milestones

DMO Director



Meteorologist

Winter Operations Team



Regional/Section Updates

Regional and Section Leadership



Real Time Operations

Realtime Operations Team



Intelligent Transportation Systems Maintenance

ITS Maintenance Team



Public Affairs Update
Strategic Partnerships

Public Affairs Team
DMO Deputy Director of Operations



EMT Guidance

Executive Leadership Team

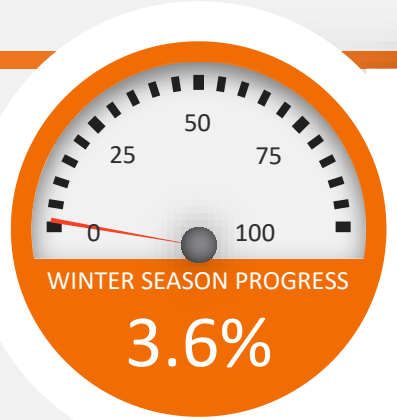
Executive Director

Seasonal Milestones

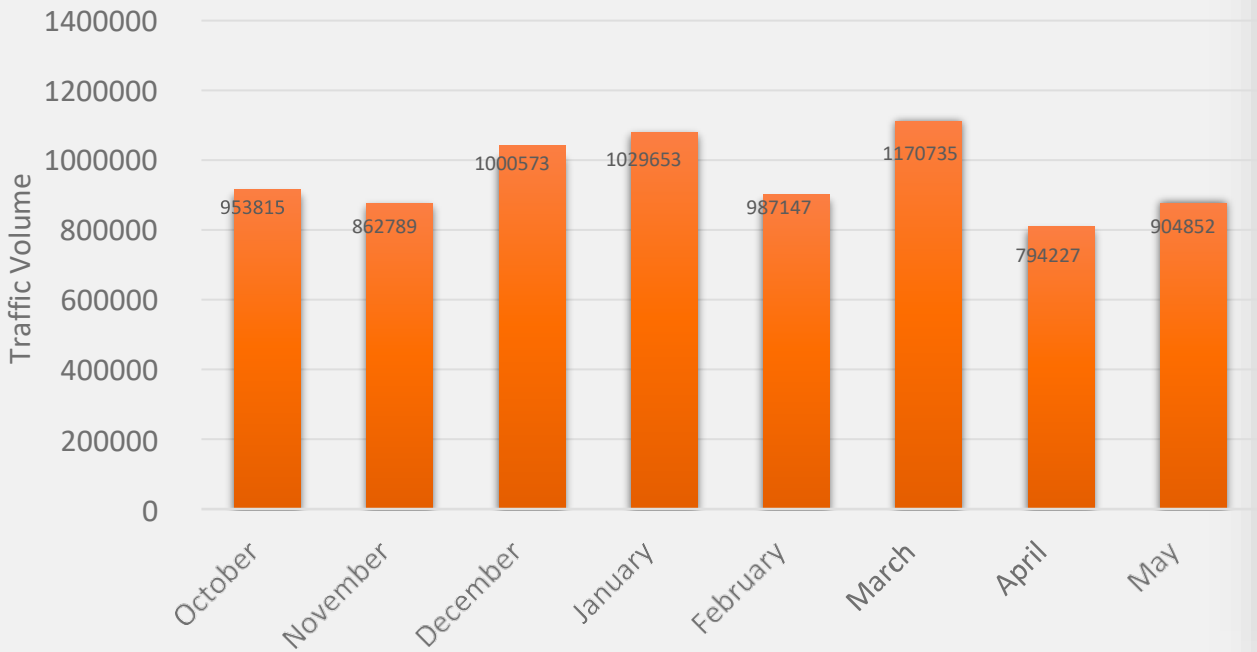
CDOT WINTER OPERATIONS

Winter Season 26/27

Winter weather in Colorado is difficult to predict and there are many variables affecting winter maintenance operations such as type of precipitation, air and pavement temperature, traffic, wind, time of day and day of week. Winter Maintenance is considered by many to be an art, not an exact science.



I-70 EJMT Traffic Counts (Ski Traffic)



DATES WITH MAJOR TRAFFIC IMPACTS

I-70 (MTN) US40, US9, US6, US160, US285, AND GREATER METRO AREA

10.01.2026	Official Start Of CDOT Winter Season 26/27 **(JOA starts October 13)**
11.11.2026	Veterans Day (Wednesday)
11.26.2026	Thanksgiving Weekend
12.25.2026	Christmas Weekend (Week)
01.01.2027	New Years Weekend
01.15.2027	Martin Luther King Weekend
02.12.2027	President' Weekend
03.31.2027	César Chávez Day (Last Extended Ski Weekend)
05.11.2027	**End Of CDOT Winter (End Of JOA)**

Team Effort

Mobility and Safety

Levels of Service:

✓ Safety: Guaranteeing road safety for all drivers.
✓ Mobility: Facilitating smooth movement for road users.
✓ Efficiency: Optimizing resource utilization.
✓ Environmental Protection: Minimizing negative environmental impacts.

All Hands approach

Maintaining CDOT facilities during winter weather often necessitates around-the-clock staffing that can extend for several days. This demanding requirement calls for an all-hands approach.

✓ Any weather event impacting mobility and traveler safety is classified as an incident, requiring mandatory reporting for duty.
✓ Approximately 30 percent of CDOT's maintenance budget is allocated to winter road maintenance.
✓ Leadership participation in patrol operations is crucial. A continuous and open exchange of information and ideas between operators and supervisors is vital for identifying effective strategies and ensuring that knowledge is shared across the team.

General - From October 1st to May 12th, the Highway Maintenance department prioritizes snow and ice control on CDOT highways. To achieve CDOT's goals and policies, specific operating procedures are followed.

These operating procedures are divided into four distinct phases:

(1) Pre-Winter Preparation, Training, and Orientation: This phase focuses on getting ready for the winter season.
(2) Winter Storm Operations: This phase covers actions taken during snow and ice storms.
(3) Continuing Maintenance Operations During Non-Storm Periods: This phase addresses ongoing maintenance when there are no active storms.
(4) Post-Winter Follow-up: This phase involves activities conducted after the winter season concludes.



Weather / Avalanche

01- Personnel Updates

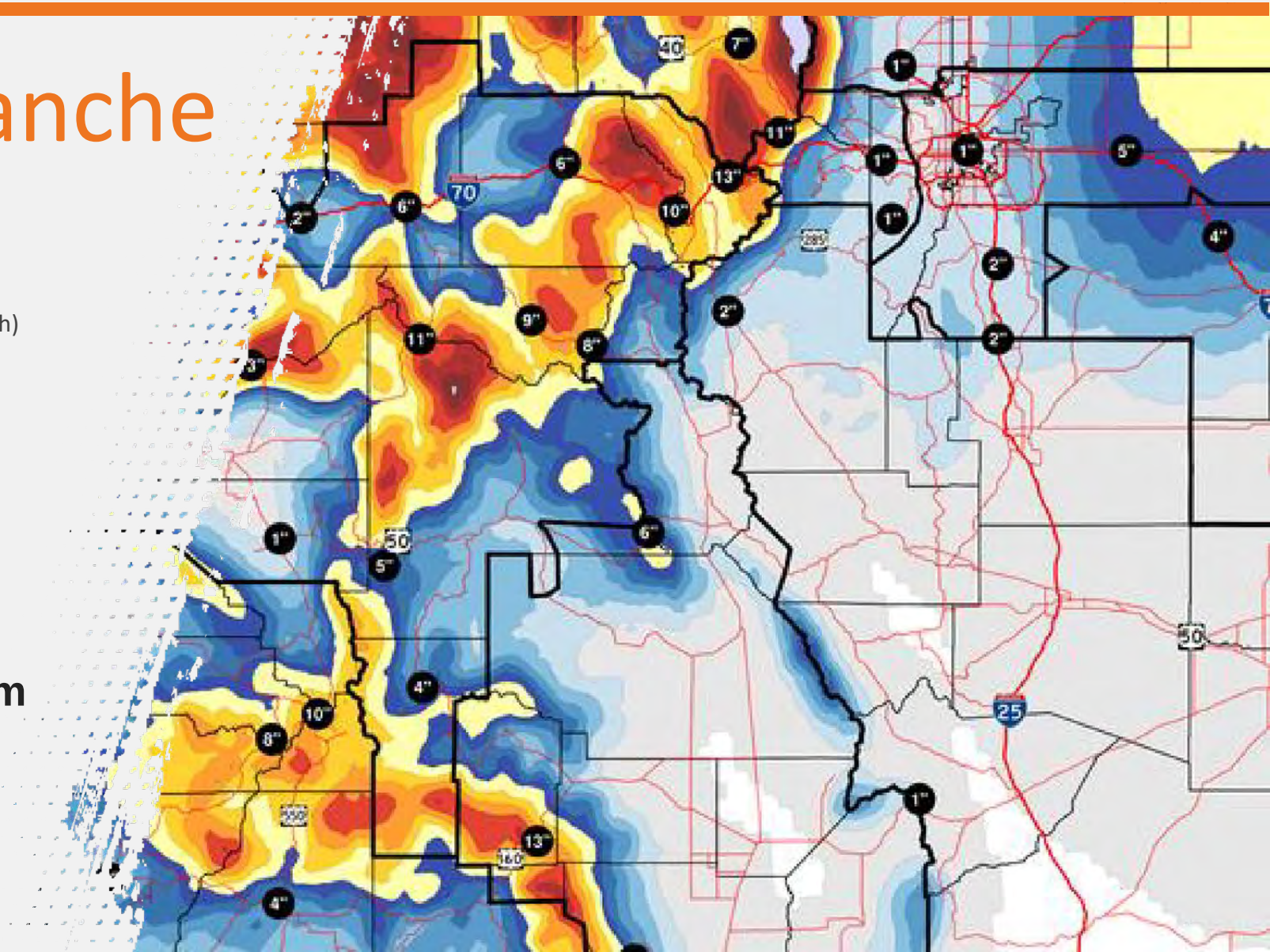
Program is fully staffed for Winter 26/27
New Program Director - Mike “Coop” Cooperstein (October 12th)
Scot Crabdree returning as a temp

02- Weather Program

7-day/week forecasting coverage
Weather products remain consistent
    * Additional intel for CDOT Freight
Storm call cadence and format remain consistent

03- Avalanche Mitigation Program

General Explosives scheduled for October 7, 2026
Artillery School completed on September 23, 2026
RACS maintenance 100% complete
Gas resupply complete and ready for Winter season
Helicopter deployed units will be flown up in early November



Region 1

REGIONAL FOCUS

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location.

Region 1 priorities are as follows:

Interstate Highway System:

I-25, I-70, I-76, I-225, I-270

US Highway System:

US 6, US36, US40, US 85, US 285, US287

State Multi-lane Primary Roads:

CO7, CO128, CO75, CO105, CO67, CO391, CO470, CO2, CO58, CO72, CO83, CO86, CO88, CO93, CO95, CO119, CO121

Critical Mtn Passes:

EJMT (I-70), Loveland Pass (US6), Berthoud Pass (US40)

Winter Operations Preparedness

ON TRACK

REGIONAL LEADERSHIP

JESSICA MYKLEBUST
JERED MAUPIN
PAUL FOX

NOVEMBER 6, 2026

MPA 400 BUDGET

$17,650,375 Section 5
$12,998,589.39 Section 9

Qualified Plow Operators

Section 5 - 196
Section 9 - 67

VACANCY RATE

12% - Section 5
10% - Section 9

Resources

Section 5: Plows-145, Tow Plows-6, Loaders-24, Graders-4, Liquid Tankers-5
Section 9: Plows -58, Tow Plows-2, Motor Graders-4, Snow Blowers-2

Vacant Positions

Section 5 - 38
Section 9 - 13

Ongoing Tasks	Status	%Complete
SPOT Training Status- 90% complete by Dec 14. Snow gate training- completed.		67.5%
Operational Plows Status		88% - 93%
Material Status, ordering now, will be at this by end of Oct.		100%- 80%

Top Issues	Priority
Section 5: 70% of employees have less than 3yrs. Price of fuel and inflation for plow blades. Employees on WC or FML	
Section 9 - No compliance with CMV - Chain Law Employees on FML and/or WC	

Region 2

REGIONAL FOCUS

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location.

Region 2 priorities are as follows:

Interstate Highway System:

I-25

US Highway System:

US 24, US 50, US 160, US 285, US 287, US 350, US 385

State Multi-lane Primary Roads:

All other R2 Colorado Highways

Critical Mtn Passes:

Hoosier (US9) Support I-70 Corridor
Kenosha (US285) I-70 Bypass
Raton (I-25) Major N/S Corridor
Wilkerson (US24)
La Veta (US160) Major Southern Corridor
Cuchara (CO12)

Winter Operations Preparedness

ON TRACK

REGIONAL LEADERSHIP

SHANE FERGUSON
JEFF VANMATRE

NOVEMBER 6, 2026

MPA 400 BUDGET

$15,400,000.00

Qualified Plow Operators

220

Resources

235 Plows, 8 Tow Plows, 46 loaders, 14 Motor Graders. 1 Snow Blower and 1 Snow Cat.

Vacant Positions

22

VACANCY RATE
9.1 %

Ongoing Tasks	Status	%Complete
SPOT Training Status- 90% complete by Dec 14. Snow gate training- completed.		24%
Operational Plows Status		206
Material Status, ordering now, will be at this by end of Oct.		75

Monument Hill, Raton Pass, Hoosier Pass, Kenosha Pass, LaVeta Pass, Hwy 287. Commercial Vehicles. Border Sharing with 3 different states.

Region 3

REGIONAL FOCUS

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location.

Region 3 priorities are as follows:

Interstate Highway Systems:

I-70

US Highway Systems:

US 6, US 34, US 40, US 50

State Multi-lane Primary Roads:

All Colorado Highways

Critical Mtn Passes:

Vail Pass (I-70 JOA), Berthoud Pass (US40), Rabbit Ears (US40)

10 high mountain passes (CO Hwys)

Winter Operations Preparedness

ON TRACK

REGIONAL LEADERSHIP

JASON SMITH
KANE SCHNEIDER
SPENCER DICKEY

NOVEMBER 6, 2026

MPA 400 BUDGET

$26,682,199.00

246 Qualified Plow Operators

Resources

179 Plows, 8 tow Plows, 39 loaders, 20 Motor Graders. 3 snow cats, 9 blowers:

54 Vacant Positions

VACANCY RATE
19 %

Ongoing Tasks	Status	%Complete
SPOT Training Status- 90% complete by Dec 14. Snow gate training- completed. (continuous)		29.6%
Operational Plows Status		75 %
Material Status, ordering now, will be at this by end of Oct.		95%

Operational equipment is in great shape, compared to past years.
Lower critical vacant positions then years past
Glenwood Canyon, Vail Pass, CMV chain law compliance, Berthoud Pass, Rabbit Ears Pass.
1 snow cat not operational at this time

Region 4

REGIONAL FOCUS

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location.

Region 4 priorities are as follows:

Interstate Highway Systems:

I-25 (EL & mobility bus lanes) I-70
I-76

US Highway Systems:

US 85	US 36	US 40
US 287 US 6	US 138	
US 34	US 24	US 385

State Multi-lane Primary Roads:

30 Colorado Highways in R4

Critical Mtn Passes:

High Mtn Passes:
Trail Ridge Rd Pass (US34)
Cameron Pass (CO14) Wind River Pass (CO7)

Winter Operations Preparedness

ON TRACK

REGIONAL LEADERSHIP

HEATHER PADDOCK
TOM AGUILAR

NOVEMBER 6, 2026

MPA 400 BUDGET

$18,520,000.00

311 Qualified Plow Operators with temps and specialties help

Resources

157 plows, 54 loaders, 12 tow plows, 13 motor graders

31 Vacant Positions

VACANCY RATE
9.5 %

Ongoing Tasks	Status	%Complete
SPOT Training Status- 90% complete by Dec 14. Snow gate training- completed.		33.7%
Operational Plows Status		81%
Material Status, ordering now, will be at this by end of Oct.		70% early bird complete.

- New training of operators and retraining after not having much of a winter last year
- Teaching usage of weatherbell/weatherdog forecasting.
- Implementing brine usage region wide and getting operators comfortable with usage

Region 5

REGIONAL FOCUS

Winter maintenance operations are conducted in accordance with the established priority system based on traffic volumes, road classification, and location.

Region 5 priorities are as follows:
US Highway Systems:
US 160, US 550, US 285, US 50, US 491, and US 84

State Multi-lane Primary Roads:

CO141, CO145, CO149, CO172, CO151, CO159

Critical Mtn Passes:

Wolf Creek (US160) Red Mountain (US550) Monarch (US50) Molas (US550)
Coal Bank (US550) Lizard Head (CO145) Dallas Divide (CO62)
Cumbres/La Manga (CO17) La Veta (US160)
Poncha (US285)

Winter Operations Preparedness

ON TRACK

REGIONAL LEADERSHIP
JULIE CONSTAN
MIKE WATSON
TYLER CARLSON

NOVEMBER 6, 2026

MPA 400 BUDGET
$7,310,617.00

Qualified Plow Operators

Section 3-7 - 192

Resources

Section 3 / 7 - 130 Plows, 1 tow Plows, 45 loaders, 28 Motor Graders.

VACANCY RATE
12% - Section 3/7

Vacant Positions

Section 3 - 12
Section 7 - 14

Ongoing Tasks	Status	%Complete
SPOT Training Status- 90% complete by Dec 14. Snow gate training- completed.		0% .
Operational Plows Status		85%
Material Status, ordering now, will be at this by end of Oct.		100%

Section 3 - New employees lacking the experience. CMV's Not chaining up. Highway 491 no chain stations yet and lack of law enforcement for the chain stations section wide.

Section 7 - New employees lacking experience, cost of fuel and materials. Equipment breakdowns. Wolf Creek Pass not fully staffed. CMV's not adhering to chain requirements. Small budget with 6 different passes.

Traffic Operations

Golden Operations Center

Staffing 93%.

Friday Weekend I-70 Mountain Corridor Briefings.

Major Storm Watch Officer.

Pueblo Joint Operations Center

Staffing 100%.

Major Storm Watch Officer.

HLT Operations Center

Staffing 100%.

Incident Response (Heavy Tow)

I-70 Mountain Corridor

I-25 Monument Hill



ITS Operations



ITS Maintenance Winter Operations Support

ITS has one outfitted 4500 Chevy truck with a sander and plow and coordinates with Section 5 when storms are forecasted, where we can support. Currently have 6 staff trair to help with on- and off- ramp snow removal during storms.

Chain Up Stations

EJMT to Genesee are being converted to operate remotely from ITS software. Testing to begin October 19th, manual operation still available. Vail to EJMT automation was completed last year.

Numbers are from 10/6/26

*162 RWIS operational out of 170 (95%)

2 of the down RWIS are in project areas (project responsibility). Two additional RWIS units have been damaged and removed from service. We are looking into replacement options for them.

*83 VSL operational out of 89 (93%)

4 of the down VSL are in project areas (project responsibility).

*1,159 Cameras operational out of 1,273 (91%)

Adding 66 cameras in remote locations statewide by Oct 2027 and 29 cameras on U 36 going to Estes Park by Dec 2026.

*594 Variable Message Signs operational out of 645 (92%)

We currently have 46 VMS units at the end of their life cycle that need to be upgraded or replaced. We are evaluating the most efficient options at this time, most of these are smaller side mount, requiring lane closures. Approximately 20 full-size VMS are down.

Alerts
Information on the Move

Public Affairs

Winter Operations Media Strategy

Winter Wise

Enhanced Public & Media Engagement

- ✓ This year that will include emails or activity in messaging apps before major storms with CDOT messaging they can use on their platforms, newsletter content, COtrip promotion and conference calls, as needed.
- ✓ Media pitching pre-winter
- ✓ Unique winter kick-off event
- ✓ Social media videos similar to I-70 Kipling

Increased Transparency

- ✓ Media ride alongs will also ramp up again. Need new approved list of maintainers and will schedule media trainings.

Crisis Management And Response

- ✓ A weekend PIO on-call schedule will be released prior to Thanksgiving weekend with advanced winter crisis communications training occurring Nov. 6 -7.
- ✓ PIOs will provide public/media pressing information about major storm events during the weekend.

Accessibility

- ✓ Reporters have an increased interest in DMO and are more willing than ever to capture behind-the-scenes stories.
- ✓ Robust press release(s) will also be sent out with the latest info about CDOT's recruitment efforts and winter operations strategy in October.

Strategic Partnerships

Colorado State Patrol

- Pre-Weather Sync
- Chain Law Enforcement and Inspections
- Support during weather events

Local First Responders

- Pre-Weather Sync
- Closure notifications and alternative routing
- Needs assessments and support
- Improved coordination for on-scene incidents

Other State Department of Transportation

- Closure notifications and alternative routing
- Needs assessments, support and coordination on traveler impacts.



Office of Emergency Management

- Strategic assessments and collaboration during event
- Needs assessments and support

City and County Public Works Departments

- County and Municipalities law enforcement.
- Pre-weather sync

Colorado Motor Carriers Association

- Pre-Weather Sync
- Closure notifications and alternative routing
- Communications to CMVs













CDOT

Winter Season
2026/2027
We are ready!















COLORADO
Department of Transportation

Transportation Commission Memorandum

To: Colorado Transportation Commission

From: Leslie Welch and Anna Dunn, Grants Coordinators

Date: November 5th, 2026

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

Purpose

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

Action

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

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

Background

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

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

- BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>$100M), FY25
    - US50 Blue Mesa Bridges Emergency Repairs, R3
- BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING, FY25
    - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
- BRIDGE INVESTMENT PROGRAM (BIP) - LARGE BRIDGE FY26
    - I-270 Critical Bridges, R1
        - Grants team received the mid-review scores for this grant. We have provided project edits in our response.
- BRIDGE INVESTMENT PROGRAM (BIP) - OTHER than LARGE BRIDGE (>$100M), FY26
    - US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety, R2

- BRIDGE INVESTMENT PROGRAM (BIP) - PLANNING, FY25
    - I-70 West Applewood to Lakewood Critical Bridges Planning, R1
    - Colorado Eastern Plains Timber Bridge Replacement Planning Project
- Advanced Transportation Technology and Innovation (ATTAIN)
    - Revolutionizing Worker Protection with Autonomous Truck Mounted Attenuators (ATMAs)
- Federal Lands Access Program (FLAP)
    - Submitted an application for the Mt. Garfield Culvert Replacement Project
- ADCMS
    - Subsurface Utility Innovation for Transportation Efficiency (SUITE), statewide
- PROTECT
    - CDOT has submitted two grants - one for culvert resiliency on I-70 in R3, and one for avalanche resiliency/RACS installation in R5.

UNAWARDED

- CDOT went unawarded in the most recent round of CRISI awards for the following grants:
    - Increasing Rail Capacity by Implementing Siding in Henderson, Colorado, R1
    - York Street Bridge Replacement Project, R1
- CDOT went unawarded in the most recent round of RCE grants for the removal of 3 at-grade crossings in Burnham Yard.

IN PROGRESS

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

1. Wildlife Crossings Pilot Program -
    - CDOT intends to pursue resubmissions for the R2 I-25 Raton Pass project, R1 US 40 Empire Overpass, as well as a new submission for US 160 East of Cortez and US 40 West of Craig

SO LONG, BUT NOT FAREWELL!

Anna will be moving into another position at CDOT, leaving her grants role, but staying within CDOT's Office of Policy and Government Relations (OPGR). Please wish Anna well in her new position!

She has done an incredible job as a grants specialist, and I'm going to miss her being on the Grants Team!! - Leslie

CDOT DISCRETIONARY GRANT SUCCESS BY THE NUMBERS

Since the IIJA was signed into law in November 2021…

- CDOT has been awarded $656M*, including both direct and indirect via local agency partnerships
- 19 priority projects featured in our 10 Year Plan have won a federal discretionary grant
- The Floyd Hill to Veterans Memorial Tunnels Improvements Project received CDOT's largest award to date at $100M
- We recently were awarded $44M for rail safety and efficiency improvements on the Western Slope (the SAFER Travel project)! This was provided through the National Railroad Partnership Program/Federal-State Partnership Program (NRPP/FSP).

*Amount includes now rescinded EVCRAA and CRISI grants